CYCLE NEWS®

WEST

Volume XV : Number 19 : May 24, 1978

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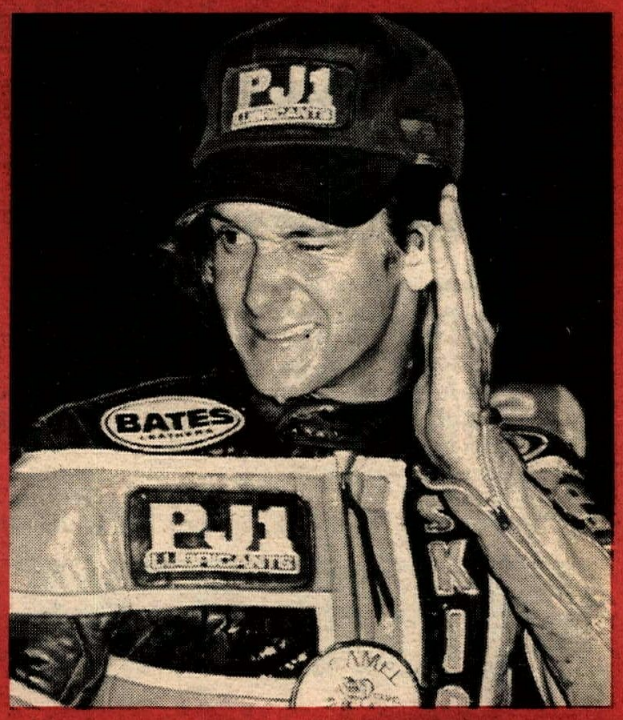
Jorgy's jubilant Ascot

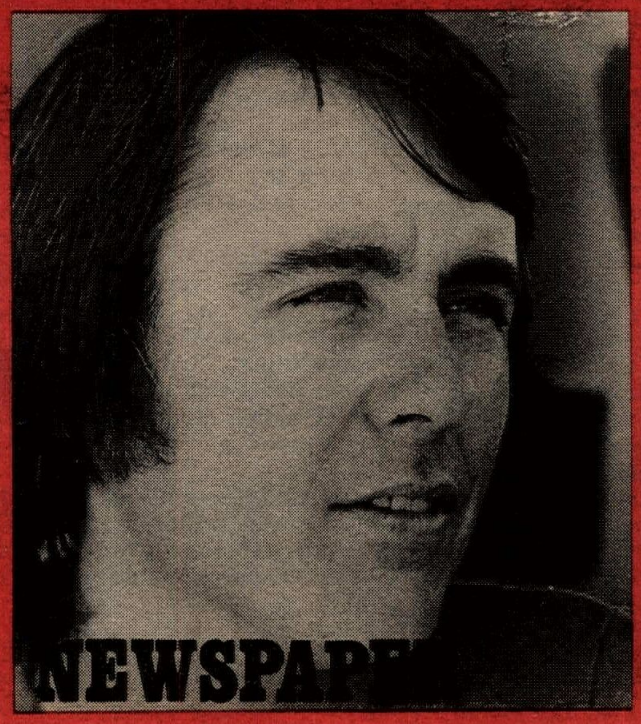
Aksland captures Camel Pro lead

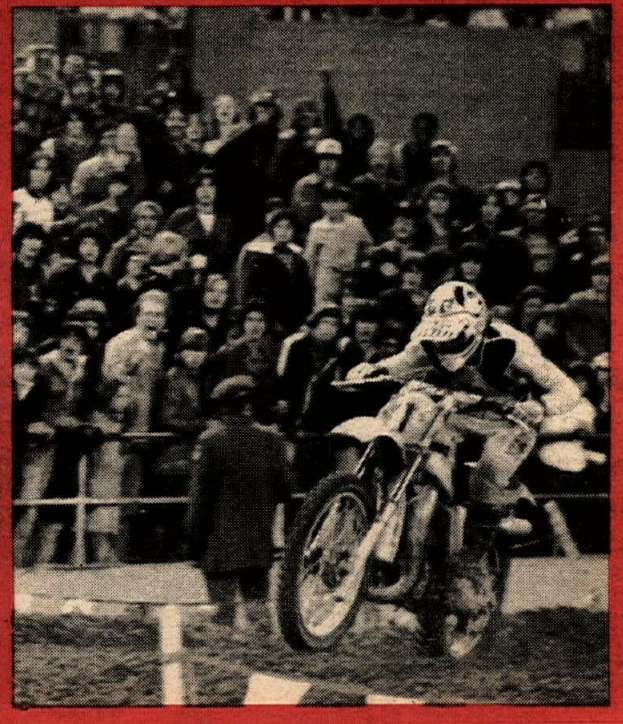


Hannah/Tripes showdown at Three Rivers

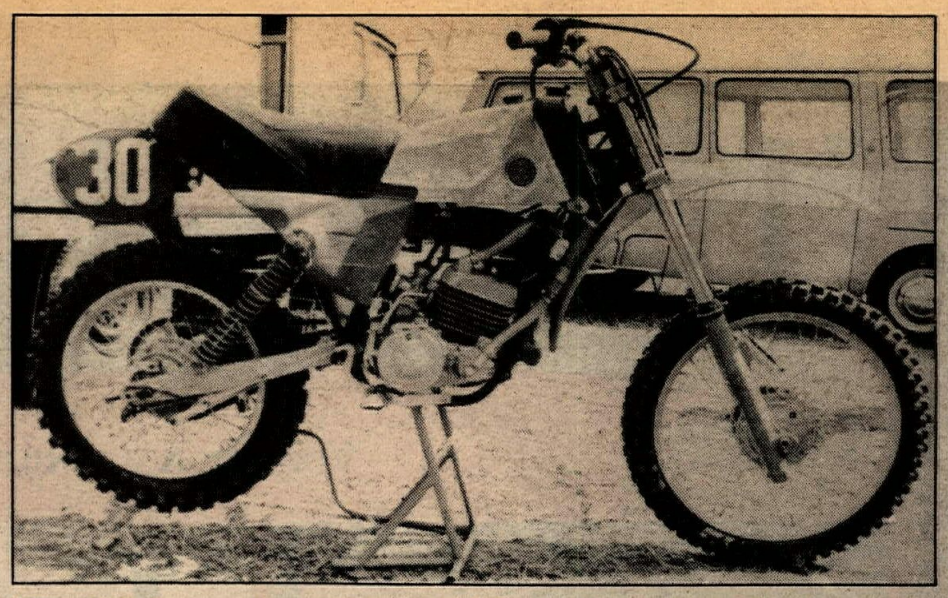
McLaughlin's complaint

Plus: Roberts/Lackey European race update, Hiiesalu's shock story, Trans-AME action, Speedway week, Desert doin's





THE LATEST POOP BY PAPA WEALEY

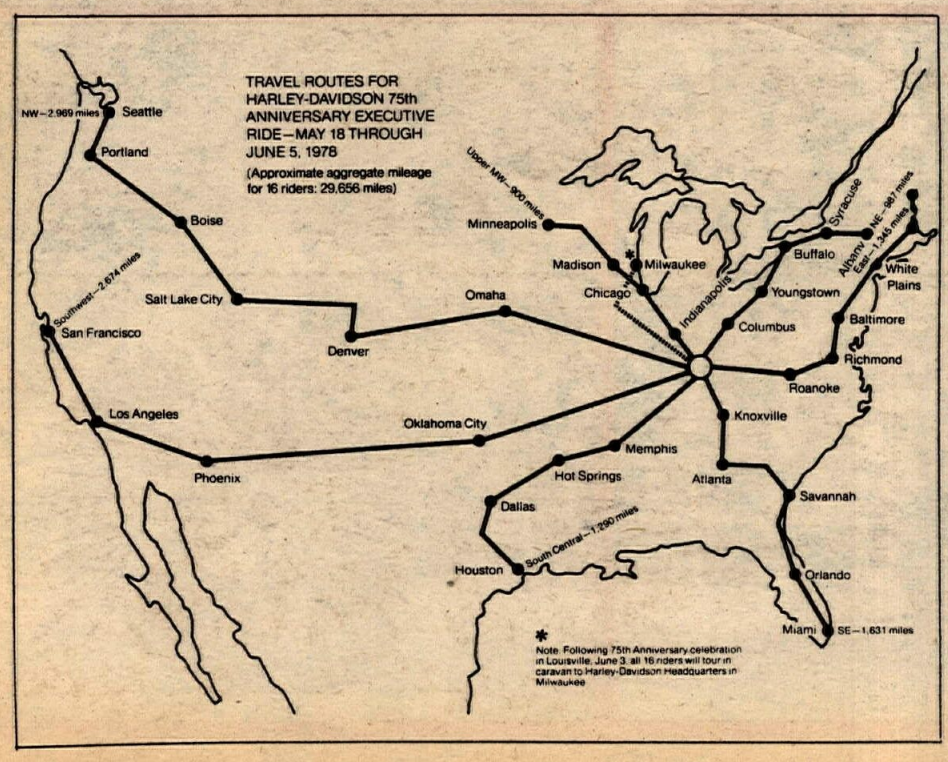


Czech Jiri Churavy is contesting the 125cc MX World Championships with this water-cooled CZ. The bike features a 55 x 52mm bore and stroke with electronic Motoplat ignition. A 34mm Mikuni carb provides the fuel. The water pump is driven off the crank and the radiator is fixed integrally with the gas tank. Photo by Rudolph Brandstatter.

Kenny Roberts won the May 14 500cc World Championship road race at Mugello, Italy in a time of 59:17 for the 29-lap, 94.51 mile event on his works Yamaha. Suzuki riders filled the next four slots with Pat Hennen showing Marco Lucchinelli, Steve Baker and Barry Sheene the way home.

On the AMA National Enduro circuit, Dick "King Richard" Burleson topped the May 14 Lonesome Pine National Enduro in Bristol, VA with a 30-point loss. Team Suzuki's Ted Worrell slid in close behind the Husqvarna-mounted Burleson, dropping 31 points for the AA class win. George Peck (Suz) and Kevin Lavoie (KTM) tied for the best ride among A classers, 34 points each. KTM-mounted Frank Wilson headed the B class.

Sixteen Harley-Davidson executives, including John A. Davidson, Vaughn Beals and Bill "Willie G" Davidson, will ride motorcycles from seven points around the U.S., converging on Louisville, KY on June 2 for a Diamond Anniversary celebration with dealers from around the country.



The Santa Clara County Chapter of Motorcycle Owners, Riders and Enthusiasts and the Bay Area Chapter of the Off-Road Vehicle Coalition are co-sponsoring a car pool and caravan to the May 25 BLM Wilderness planning session in San Franciso. Meet at the San Jose Post Office parking lot, Meridian Ave. at Freeway 280, on Thursday, May 25 at 6 p.m. Contact Richard Sirocka of M.O.R.E. at 408/255-5764 or Chuck Williamson of ORVC at 408/241-0278 if you plan to join the group.

Assemblyman Larry Chimbole (D) from Palmdale, 34th district, is up for re-election. He's a strong supporter of motorcyclists, and he's facing stiff competition from a rancher who decidedly is not sympathetic to our needs. Chimbole's campaign address, the place to send donations or offers of help, is P.O. Box 656, Palmdale, CA 93550. 805/944-3351.

Bikoni Ltd., sole U.S. importer of Konis shocks, has offered $600 to the top three finishers in the June 17-18 Pentax Laconia Classic AMA Superbike Production road race. First place gets $300, with $200 and $100 going to second and third provided, of course, that they use Koni shocks and display the familiar triangular Koni logo.

Those planning to compete at the Pentax Laconia Classic at Loudon, NH are reminded to pack rain tires since AMA rules now allows racing on wet pavement at Bryar Motorsport Park.

Are you an American Motorcyclist Association Legislative Supporter? By contributing $5-9, you receive a four-color Legislative Supporter stickie for your motorcycle. For a $10 donation, you can be a Bronze Legislative Supporter and receive an embroidered patch and appear on the Bronze Honor Roll in *American Motorcyclist* magazine. Likewise, a $25 or $50 contribution rates you as either a Silver or Gold Legislative Supporter with more elaborate embroidered patches, a listing in the magazine and the knowledge that you've made a major contribution to the cause. Contact Ed Youngblood, AMA Director of Government Relations, P.O. Box 141, Westerville, OH 43081.

Jack Penton has joined the Super Seer Corporation rider support plan and will be wearing the new anti-fog XR500 goggles in his bid for the National Enduro Championship and another ISDT Gold Medal. For details on the rider support program, call Don Emde at 303/674-6663.

Stockton, CA area motorcycle clubs will host the 12th annual Archie Clark Memorial Scrambles at the Lodi Cycle Bowl on May 20. Donating over $15,000 to various charities — including M.O.R.E., the Lions' Fund for the Blind and the Stockton School for the Deaf — this year's race will benefit fellow motorcyclist John Tavis, Sr. who was seriously injured in a racing accident last season. Donations may be sent to Archie Clark Memorial Fund, 5801 Morse Rd., Lodi, CA 95240.

Dept. of Corrections: Steve Storz is the nice guy who tunes Ted Boody's factory Harley-Davidson equipment on the Camel Pro Series circuit, not Stan as we said in the San Jose mile report.

Early and highly unofficial results from the Virginia City Grand Prix, held May 13-14, say that Shane Hybarger, a 250cc Novice, was the likely winner of the Saturday race. Husky's Jack Johnson appears to be the Sunday winner over teammate Larry Roeseler. Bob Balentine (KTM) was leading the Sunday race when he broke his frame on the seventh lap. Virginia City was a timed race and so we'll have to wait until the times are tallied to know for sure who won. Story and photos next week.

We hear that the AMA is going to use some of the money given to it by Nikon cameras to set up a Rookie of the Year award program in both the Camel Pro Series and motocross. Full details as we get them.

A slip of the typesetter's finger left Husky rider Gary Vanderpool out of our Ft. Hood AMA ISDT Qualifier results listing. Gary placed 11th in the Open class with a 2210 score, an excellent ride by anyone's standards, and we apologize for the error.

American Steve Baker picked up one of the latest factory RG500 Suzukis before the May 14 Italian World Championship road race round.

One of Baker's competitors on the 500cc World Championship circuit,

(Continued to page 19)

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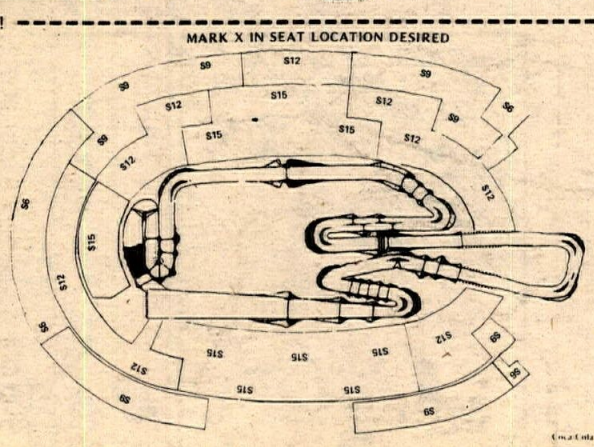

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ON THE FRONT PAGE: (Clockwise from upper left) Ascot winner Alex "Jorgy" Jorgensen. New Camel Pro points leader Skip Aksland. Tripes and Hannah in Pittsburgh. Steve McLaughlin. Photos by Charles Morey, Jim Gianatsis and John Ulrich.

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Bobi Scott, Asst. to the President
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Advertising
Jim Ryan, Sales Manager, Larry Little, Sales Manager, Margot Bergman, Sales Manager, Chris Kolbet, Assistant.

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Services and Support
Doreen Pacheco, Receptionist. Jim Pisaretz, S&S.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA, P.O. Box 805, Tucker, GA 30084.
(404) 934-7850.

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VOICES OF THE WEST

Will the real "anyones" please stand up?

In Gary Van Voorhis' article on the Alabama Two-Day AMA ISDT Qualifier, he says, "....everyone who was anyone was in Alabama."

Are these guys who rode at Cal City that same weekend a bunch of nobodies? Cordis Brooks, '76-77 Cal City overall winner; Mike Hannon, ISDT Gold Medal; Rick Munyon, '77 ISDT rider; Bruce Ogilvie, H-D Team rider; Ken Maahs, ISDT rider; Eric Jensen, ISDT rider; Rick Finger, Team Husky; Al Baker; Chris Carter, ISDT Gold Medal; Brent Wallingsford, Baja winner; Gary Vanderpool, Team Husky; Jim Fishback, '78 Cal City and Ft. Hood overall winner; A.C. Bakken, Baja winner; Carl Cranke, ISDT Gold Medal; Larry Roeseler, Baja and Team Husky... the list goes on.

LARRY LANGLEY
Lakewood, CA

Promoter's protest

At the AMA Trustee's Meeting held earlier this year in Anaheim, I made the point that promoters need, and should have, representation on the AMA Board. This would solve many of the problems, in advance, that occur between AMA and the promoters. It also would eliminate the feeling that promoters have of being second class citizens within the AMA.

It was informally agreed that action would be taken to ensure proper representation on the board for the promoters.

I have not heard another word from AMA on this subject since.

We recently have been informed that promoters have to have our requests for 1979 race dates in to the AMA office by June 15 of this year with a cash deposit of $2,000 for each race date.

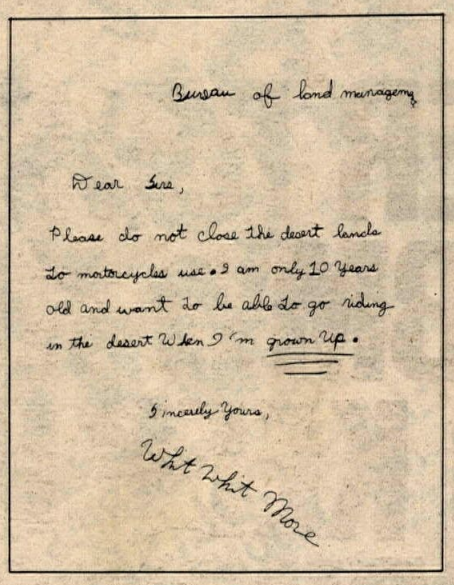
AMA did not bother to ask us if there would be any problems in following this demand, nor did they consult as to the advisability of such a demand.

We feel strongly that promoters with a track record of many years association with AMA should not have to post bonds, etc. Requests from new promoters should require bonds and references. We have been with AMA since 1954. And we feel again that we are second class members (not even members) of AMA.

With representation on the board, this problem would have been discussed before such notices were sent and the frustrations and anger from the promoters would not be.

BOB BARKHIMER
Bob Barkhimer Associates
Scotts Valley, CA

Bob Barkhimer Associates promotes the San Jose mile and half mile events on the AMA Grand National Championship/Camel Pro Series calendar... Editor.


Bureau of land managemy

Dear Sirs,

Please do not close the desert lands to motorcycles use. I am only 10 years old and want to be able to go riding in the desert When I'm grown up.

Sincerly Yours,

Whit Whit More

Relief is just a letter away

Unfortunately, I guess *Motorcycle Weekly* "bellied-up" so now I have no choice but you.

I've been around motorcycles for almost 20 years now. I go back long before there was a *Cycle News* or *Motorcycle Weekly,* so let me point out I appreciate you.

However, when there are two papers, I become kind of choosey. I used to race District 36 scrambles and short track, and I enjoyed seeing my name in your publication. I have long since quit racing, so now I'm interested only in following the AMA Grand National Championship/Camel Pro Series.

This is very important to me. Your coverage is lousy. You give a brief story about the race and terrible results as to the heats and semis. I like to know *all* about the race.

Motorcycle Weekly had beautiful coverage of *all* Nationals. They gave the point standings every week; you could see how each guy did.

I am disappointed that *Motorcycle Weekly* bellied-up. I know this letter will do little good, but I had to get my gripe off my chest. You sure are better than what we had years ago.

I know your space is limited because you try to cover a wide variety of motorcycle activity. But the Nationals deserve better coverage!

Give the point standings every week. Some guys aren't in the top 10, and once in a while that's all you give. I want to hear about them, too.

I would like to see more features on the National riders and what they do off-season. I'd love to see articles on guys that raced yesterday: Tanner, Markel, Roeder, Reiman, Mann, Haaby, Rice, etc., etc.

Boy, I feel better. After all that, if you'll still accept me, here's my check for a subscription.

ROBERT DUNCAN
Martinez, CA

Thanks Robert, for your advice and your subscription. We'll do our best to give you your money's worth — now and for the next 20 years... Editor.

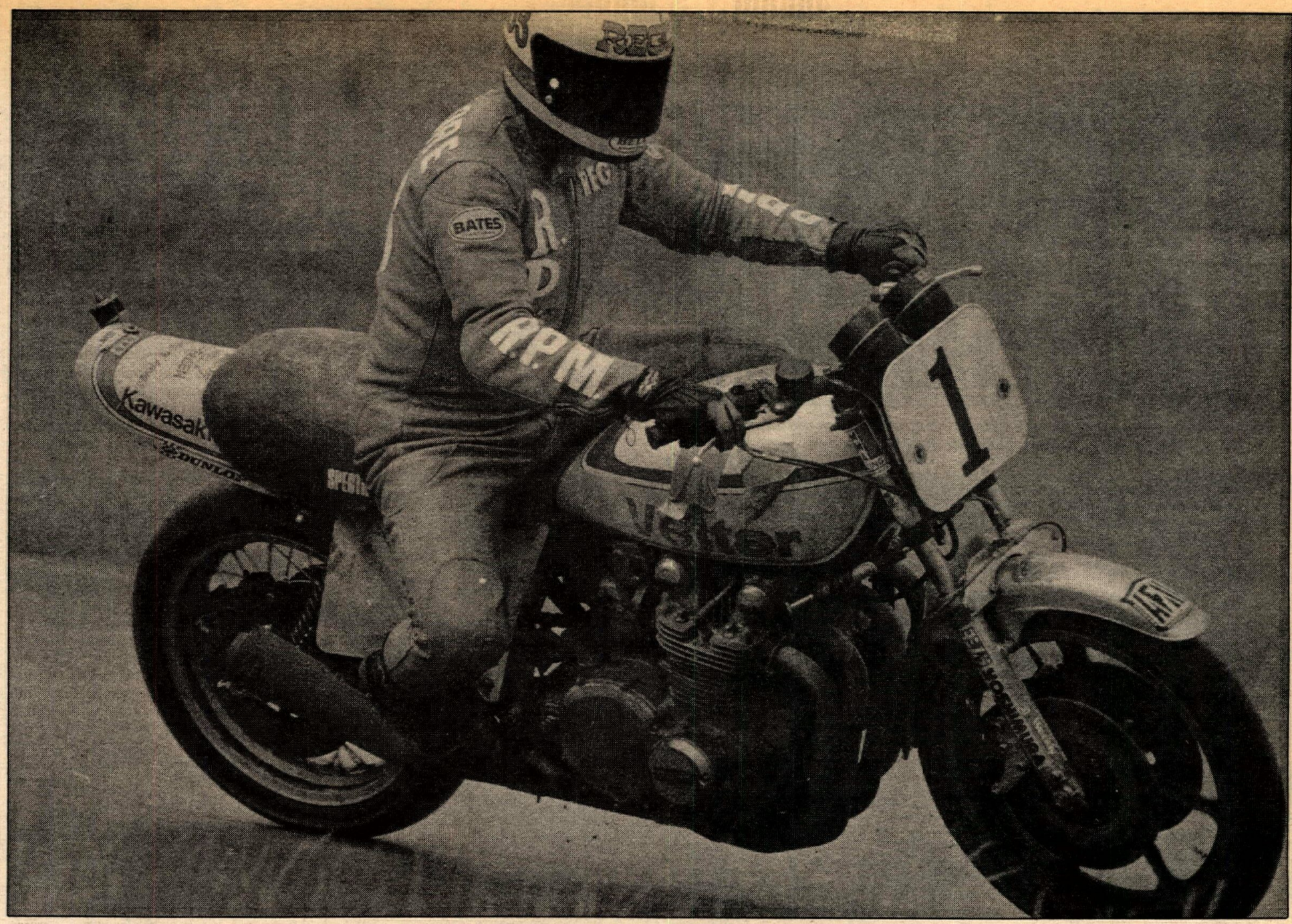
Next Week

New Orleans Supercross

OK City Camel Pro half mile

Dinosaur TT

Virginia City GP



Overall Pridmore/Code/des Roches (KZ 1000) • Wilvert/David (KZ 1000) • Hagie/Martin (KZ 650) • **Velasco/Langford** (Suzuki GS 1000) • Blakeslee/Beacom (KZ 1000) • **Open** Pridmore/Code/des Roches (KZ 1000) • Wilvert/David (KZ 1000) • **750** Hagie/Martin (KZ 650) • Epstein/Keenan (KZ 650)

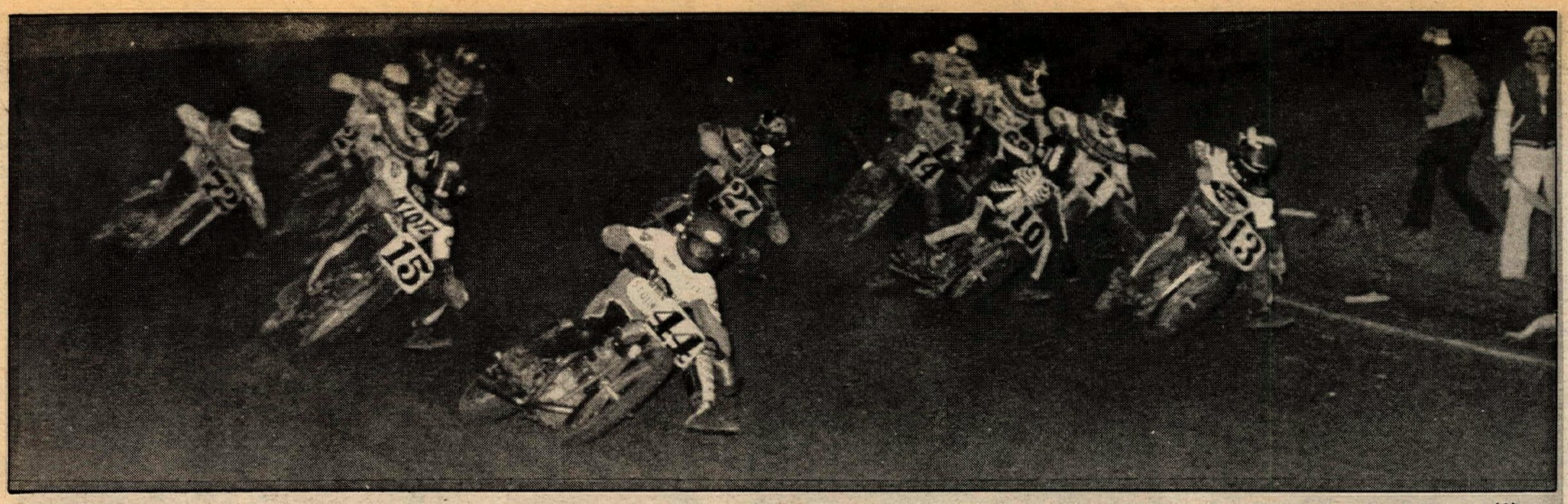
NEITHER RAIN NOR SUZUKI NOR BMW NOR YAMAHA COULD KEEP US FROM OUR APPOINTED ROUNDS.

On April 30, 1978, Kawasaki won the rain-soaked American Federation of Motorcycles Six-Hour Endurance Road Race at Ontario Motor Speedway. It's something to write home about.

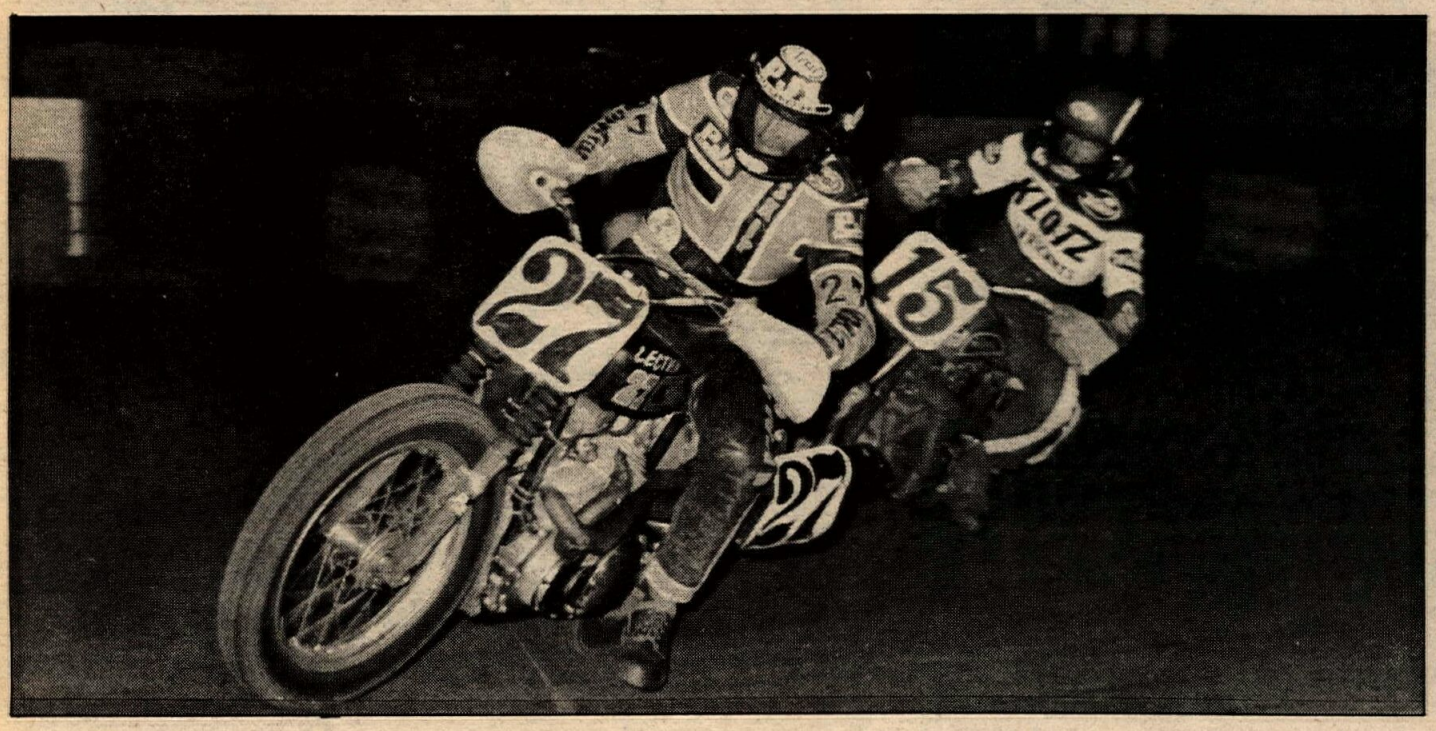
Kawasaki

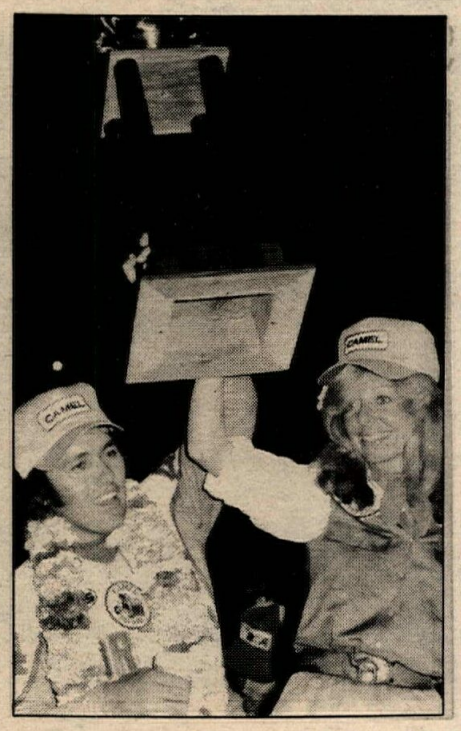
Kawasaki consistently dominates Production Class Road Racing with the KZ 1000 and KZ 650. The same rain or shine good times motorcycles now at your dealers.

See Team Kawasaki at the Coca Cola Superbowl of Motocross, Los Angeles Coliseum on June 24.



(Above) Jorgensen (44) takes the lead in the National's first turn. Behind are: Kidd (72), Brow (15), Aksland (27), Hank Scott (14), Aldana (10), Springsteen (1) and Goss (13). (Below left) Aksland held off Brow for second. (Below right) Jorgy in the winner's circle with Lynn Griffis.





AMA Grand National Championship/Camel Pro Series — Round five

Jorgy takes first National win at Ascot, Aksland

By Dale Brown
Photos by Charles Morey

GARDENA, CA, MAY 13

Alex "Jorgy" Jorgensen put his Ron Wood Norton into the lead at turn one and held it there to lead every lap of the American Motorcyclist Association Grand National Championship/Camel Pro Series half mile mile at J.C. Agajanian's Ascot Park.

Jorgensen qualified fourth fastest, won his heat with the fastest time of the night, and simply left the competition behind in the National. The competition he left behind included a good battle for second through fifth slots that went right down to the wire. Second place went to new Camel Pro points leader Skip Aksland, third to Garth Brow, fourth to defending National Champ Jay Springsteen, who is just three points behind Aksland, and fifth to Randy Goss.

For Steve Eklund, who led the point race going into Ascot, it was a night of disappointment caused by mechanical failure. Despite rear brake problems caused when he touched the haybales with his brake pedal, Eklund qualified the Zanotti Enterprises Harley-Davidson fastest. He was leading his heat race when the oil pump broke, forcing him out on the seventh lap. Still, Eklund maintained third in the point standings.

Time trials

Only six riders broke the 23-second bracket, led by Eklund with a 22.70-second clocking. Hank Scott (Carl Patrick H-D) was close behind with a 22.72. Skip Aksland (PJ1 Lubricants/Lectron Carburetors/D.A.R.T. Dev. H-D) and Jorgensen had identical times of 22.84. San Jose mile winner Garth Brow (Mert Lawwill/Klotz/Wiseco H-D) and John Hateley (Hateley Enterprises H-D) were the other under 23-second riders. Eklund's time of 22.70 was off the track record of 22.05, set last fall by Kenny Roberts.

Heats

As had happened in the San Jose National final, Garth Brow rolled over the line and was sent back for a third-row start. As Eklund and John Gennai (H-D) went into the first turn battling for the lead, Brow was up to fourth behind Springsteen on the Bill Werner-tuned factory Harley. Brow moved to second through turn two on the following lap. Springsteen got around Gennai two laps later and the race seemed to be set.

But when Eklund slowed going into turn three on the seventh lap and then rolled into the pits, it was Brow, Springsteen and Gennai going directly to the National. Rookie of the Year contender Lance Jones (H-D) dropped out of the heat early with mechanical troubles.

John Hateley jumped into the lead of the second heat pursued by Steve Morehead (KK Supply/K&K Insurance H-D), Ascot regular Bobby Sanders (H-D) and Hank Scott. Scott took three laps to dispatch Sanders but it wasn't until there were two laps to go that he got by Morehead. Then, coming out of turn four and heading for the white flag, Scott nudged past Hateley and held him off for the win. Morehead was third, showing no ill effects from a tumble, along with Dave Aldana, during a non-National half mile at Ascot the previous evening.

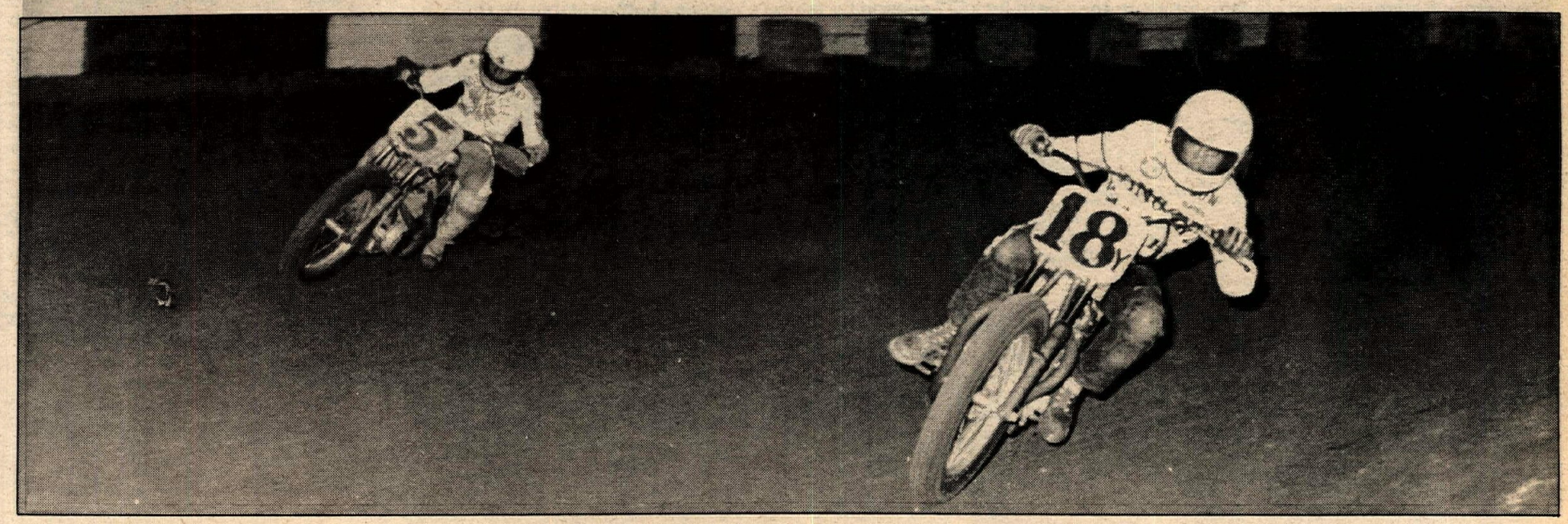
Pee Wee Gleason (Chris Armstrong H-D) took the lead in the third heat only to see the red flag come out. Steve Fortune had crashed without injury going into turn two.

On the restart, Ted Boody pushed his factory Harley-Davidson into the lead. Behind him were Skip Aksland and Gleason. Aksland took the lead in turn two of the second lap and was never headed. Randy Goss (Bart Markel/Wiseco/Klotz H-D) overtook Gleason on the same lap and moved in to pressure Boody, getting past at the midway point and holding off Boody's strong challenges to the flag.

Terry Poovey (Ted Poovey/Bel-Ray/Fox Dist. H-D) and Alex Jorgensen shared heat four holeshot honors, but after that it was all Jorgy's show. Scott Pearson, winner of the previous night's half mile, had his Harley-Davidson West machine in second at the end of lap one followed by Dave Aldana on the other Ron Wood Norton and factory Harley rider Corky Keener.

That order stayed static until just past the halfway point when Mike Kidd, riding his Nick Deliganis-tuned Harley with sponsorship still to be announced, made his way into the top three while Pearson started to slow with what appeared to be electrical troubles. With Jorgy way out front, Aldana, Kidd and Keener had a helluva battle down to the flag, with Jorgensen, Aldana and Kidd making the final direct transfers to the National.

(Above left) Jorgy was all by himself in the National. (Above right) Junior Invitational winner Mike Kunsman (93z) got together with Novice Invitational winner Jeff Haney and Miss Camel, Lynn Griffis. (Below) Leading Rookie Don Bailey (18Y) passed Gary Scott for the lead in the last turn of the first semi.



grabs point lead

Novice Invitational

Jeff Haney, riding a KR Racing Frames Yamaha, hadn't been beaten in 16 starts prior to the Ascot Novice Invitational. When it was over, Haney had made it 17 in a row, winning with a big lead. Oklahoma's David Jones (Yam), who qualified for the event the previous evening, held second throughout while third was a tussle that finally ended up in the hands of David Ryan (Yam).

Semis

Another Rookie of the Year contender, Eddie Lawson (Shell Racing Spec. Yam) took the lead in the first semi ahead of Gary Scott (KK Supply H-D) and Bill Schaeffer (Bel-Ray/Schaeffer's H-D). A third Rookie of the Year candidate, Don Bailey (Concord Yam/Lillie Racing/ND/D.I.D. Yam) took over third.

The three of them made for a very exciting final lap. First, Scott passed Lawson going down the back straight. But Bailey passed both Lawson and Scott in turns three and four to take the win and transfer by a whisker.

Corky Keener started on the outside pole in the second semi, made a sharp move to the inside going into the first turn, took the lead and held it all the way to take the last spot on the National starting line-up. Tom Berry (Tir) held second initially, lost it to Gene Romero (Dan Murrel/Ocean Pacific Sunwear H-D), but regained it with four laps to go.

Junior Invitational

Wayne Rainey, the fastest Junior in the nation, put the Shell Racing Specialties Yamaha into a huge lead. The lead ended about halfway through the race when the rear axle broke and forced Rainey into a turn one crash that he walked away from unhurt.

Charlie Summers (Yam) had held second, but Mike Kunsman (H-D) passed him on the third lap and was there to take over the lead when Rainey went out. The second spot was a subject of discussion down to the checkered flag, with Summers, Don Grigsby (Yam), Oklahoma's Ron Jones (H-D), who like his brother David, qualified for the invitational the night before, Mike Minnig (Yam) and Craig Armstrong doing the discussing. When the final order passed the line it was Kunsman, Jones, Minnig, Armstrong, Grigsby and Summers.

Trophy Race

Terry Poovey had a slight advantage at the start of the trophy race, mainly because almost everyone was sent back to the penalty line. Poovey was the only one left in the front row and Mike Caves was the only one left in the second row. However, penalty-line starters Bobby Sanders and Eddie Lawson were second and third behind Poovey at the end of lap one.

Tom Berry and Gary Scott moved up behind Lawson and Sanders, with Berry getting by both on the eighth lap only to shut off a gas petcock with his knee and lose several positions. On the next lap Scott passed Lawson and on the next-to-last lap, Scott and Lawson both passed Sanders, who finished fourth ahead of Berry.

National

Alex Jorgensen and Randy Goss battled for the lead through turn one with Jorgy grabbing it. Brow, Springsteen and Aksland followed. Aksland passed Springer for fourth on the next lap, then did away with Brow for third and Goss for second before the first five laps were up.

With Jorgy stretching a lead on the field, attentions turned to the battle for third involving Goss, Brow, Hank Scott and Springsteen. Scott went by Brow on lap eight, but Brow got it right back and Springer passed Scott as well, two laps later.

Brow got Goss for third on the 14th lap as they went through turn two. Two laps later he passed Aksland, but Skip was back in front on the next lap.

Springsteen had been riding since lap three with a loose wire on the right side of the double-ignition (battery and magneto) factory Harley. Every time Jay tucked in his right leg to go through the corners, he was getting zapped. Nevertheless, he passed Brow for third with one lap remaining. It didn't last.

"I nearly got by both of them," said Brow after the race. "I pitched it down on its side and had my left foot dragging behind me." Brow went inside in turns three and four on the final lap and took third away from Springsteen to finish behind Jorgensen and Aksland.

Filling in the top 10 behind Springsteen were Goss, Keener, Hank Scott, Hateley, Bailey (who took over again as leading Rookie), and Mike Kidd.

How did it feel to be all alone in the lead? "It felt great," said Jorgensen. ●

Results

NOV INVITATIONAL (10 laps): 1. Jeff Haney (Yam); 2. David Jones (Yam); 3. David Ryan yam); 4. Jay Lewis (Suz); 5. Rob Selvy (Yam); 6. Steve Polson (Yam); 7. Mike DeLacy (Yam); 8. Derek Land (Yam); 9. Rod Sullivan (Yam); 10. Kim Jorgensen (C-A); 11. Dylan Neihart (Yam); 12. Ken Robicheaux (H-D).
Time 4:05.54.

JR INVITATIONAL MAIN (12 laps): 1. Mike Kunsman (H-D); 2. Ron Jones (H-D); 3. Mike Minnig (Yam); 4. Craig Armstrong (Yam); 5. Don Grigsby (Yam); 6. Charlie Summers (Yam); 7. Mike Inderbitzin (Yam); 8. Danny Perkins (Yam); 9. Rod Spencer (Yam); 10. Wayne Rainey (Yam);
Time: 4:46.83 new track record for Junior.

EX TROPHY RACE (12 laps): 1. Terry Poovey (H-D); 2. Gary Scott (H-D); 3. Eddie Lawson (Yam); 4. Bobby Sanders (H-D); 5. Tom Berry (H-D); 6. Bill Schaeffer (H-D); 7. Mickey Fay (H-D); 8. John Sperry (H-D); 9. Frank Word (H-D); 10. Mike Caves (H-D).
Time: 4:41.25.

EXPERT MAIN (20 laps): 1. Alex Jorgensen (Nor); 2. Skip Aksland (H-D); 3. Garth Brow (H-D); 4. Jay Springsteen (H-D); 5. Randy Goss (H-D); 6. Corky Keener (H-D); 7. Hank Scott (H-D); 8. John Hateley (H-D); 9. Don Bailey (Yam); 10. Mike Kidd (H-D); 11. Dave Aldana (Nor); 12. Ted Boody, Jr. (H-D); 13. Steve Morehead (H-D); 14. John Gennai (H-D).
Time: 7:42.02.

CAMEL PRO SERIES POINTS (Through May 14th): 1. Skip Aksland, 54; 2. Jay Springsteen, 51; 3. Steve Eklund, 41; 4. Garth Brow, 33; 5. Gary Scott, 31; 6. Alex Jorgensen, 26; 7. Hank Scott, 21; 8. Kenny Roberts, 20, Ted Boody, Jr., 20, Steve Morehead, 20; 11. John Hateley, 18; 12. Terry Poovey, 17, John Gennai, 17; 14. Don Bailey, 16; 15. Mike Caves, 13, Corky Keener, 13, Mike Kidd, 13, Dave Aldana, 13.

Bob "Hurricane" Hannah chalked up his 20th straight moto victory in the muddy Three Rivers Stadium round of the Supercross Series. Hannah plans to make up for a hard-luck '77 season by taking a double championship in '78.

Bassett Racing's Rex Staten (16), shown here following Husky's Chuck Sun (8), scored fourth.

Honda teammates Marty Tripes and Jim Pomeroy (10 finished second and seventh, respectively.

Rich Eierstedt (20) led his qualifier before cartwheeling when Hannah passed on a jump.

AMA/Toyota Supercross Series — Round eight

Hannah heads for double-title year with Three Rivers victory

By Jim Gianatsis

PITTSBURGH, PA, MAY 13

The long anticipated battle between Team Honda's Marty Tripes and Team Yamaha's Bob Hannah, brewing since the 250cc National at Omaha, finally went down to the wire at Three Rivers Stadium in Pittsburgh. The occasion was round eight of the 1978 AMA/Toyota Supercross Series, presented by WPEZ and the Post Gazette and a production of Pace Management, Delta Motorsports and Hi-Point Racing Products.

When the evening ended, the Hurricane had taken his Keith McCarty-prepared OW-38-B works Yamaha to victory over Tripes, tieing Marty for the series point lead and rolling up an unprecedented 20 straight moto victories in AMA championship motocross.

"I rode like an old lady. I knew the first two laps that I wasn't going to win tonight. Every time I tried going fast I would get out of shape; even when Bob ran off the track I knew he was going to catch me," Marty Tripes admitted.

The Hurricane was so hot he couldn't be stopped with brick walls. Just the day before he had climaxed a week-long publicity binge with "John Boy" Savitski that dominated the media. Hannah literally ran off with the *Cycle News*-sponsored First Annual Three Mile Moto-thon footrace. Bob knocked off 5:30 minute miles with ease in the event that hardly left him winded.

Saturday afternoon before the Supercross, Bob spoke to a gathering of 1,000 Amateur riders who jam packed the Hi-Point Racing Products luncheon to capacity to hear him speak. Whether the subject was promoting his sponsors, the sport of motocross, himself or just winning races, Bob Hannah is doing more for the sport than any other rider in the history of American motocross.

A weekend of rain shrunk the expected capacity crowd down to 26,780 eager fans inside the open top stadium. In an attempt to keep the track partially dry, it was covered with plastic sheeting and practice was delayed for two hours. It was then decided at a rider's meeting to limit practice on the slick track to just two laps per rider to help limit deterioration of the course.

"Let's just skip the qualifiers and run all 80 riders in the main," quipped Hannah.

"Cutting the course is a one lap penalty," stated referee Ron Denny.

"It might be worth it," Bob joked, "if this ends up anything like Dallas last year." There the mud was so bad most didn't finish.

A $500 bounty was posted for anyone who could beat Hannah. Tripes offered it to his own mechanic, Merle Anderson, if Marty beat Bob. But then Bob countered it with a $1000 offer to Merle if Marty, now riding a works RC bike to protect his series points lead, would break down. Marty didn't break and Bob didn't get beat. Merle lost both ways.

Qualifying

The first qualifying moto had everyone wondering if Team Honda had forgotten what was at stake — like vital points in the Supercross standings. Jim Pomeroy dialed the holeshot ahead of Tripes and Suzuki's Mark Barnett. Marty hung back behind Bimbo for two laps to see what he was up to, then tried to pass for the lead; only Jim wanted to keep it

For three laps, the teammates battled. Finally, Marty was able to pull away into the lead without either of them crashing; although it looked scary at times. Barnett did fall and headed to the Semi. Mike Bell made the cut on his Yamaha stocker along with privateer Scott Jordan and Danny LaPorte.

"The track isn't too bad out there," claimed Bimbo. "A little slippery in spots, but really one line and hard to pass. There's one tacky groove and everything on either side of it is slop."

Over the past few weeks, Rich Eierstedt has really improved his riding and has been heading up the pack with his factory Can-Am. In the second qualifier, Rich zeroed in on the lead ahead of Maico riders Denny Swartz and Kenny Adams, Hannah, Savitski, Sun and Stackable.

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Fifth place went to Team Yamaha's Mike Bell.

Final

From the drop of the gate Hurricane knew what he wanted.

"I wanted to win here tonight more than anywhere else in a long time. I want to be two-time champion at something and after my problems in the Nationals last year, I want this to be the year. I'm more pumped for these indoors than I ever am for the outdoors. The crowd just gets me so much more excited," he declared.

Marty Tripes also knew what he wanted, but he knew his slim three-point lead in the series standings would be gone before the smoke cleared over the starting line.

"I knew in the first two laps I wasn't going to win tonight. Every time I tried going fast I would get out of shape."

But that didn't mean Marty wouldn't at least try to stop Bob, and in doing so he continued to be a member of a select few who still remember what racing is all about. The rain poured down, but the fans got their money's worth as they screamed their lungs out over the Tripes/Hannah confrontation that had been cooking since Omaha.

Tripes clutched his Honda to the holeshot ahead of Moates. The starting straight rooster-tailed with flying mud as Bob wedged the OW into third spot just behind, forsaking his usually poor starts because he knew he had to do business tonight. But then it probably didn't matter how he got off the line. He proved that at Houston and Pontiac with last place starts that still turned into wins. Snaked out behind the Hurricane were Ellis, Sun, Staten, Weinert, Croft, Clark, Bell, Burgett, Barnett, Theiss, Jordan, Boone, Wise, Savitski, Kessler and Stackable.

Within two laps Hannah had berserked his way past Moates and closed the 50-yard gap on Tripes for

Of course, it wasn't long before Hannah had knifed his way towards the front. For four laps, Bob hounded Rich but couldn't find the inches to stick his front knobby past. The heat was drawing to a close, and Bob knew he had to take chances. Setting himself up, he made a full throttle mid-air pass on the narrow double jumps.

Eierstedt was spooked by Hannah's streak of yellow past him and either backed off the gas or missed a gear. Rich nosedived into the second jump and cartwheeled over it. He was taken to the hospital with a possibly broken collar bone.

Marty Moates looked good on his new LOP-sponsored Honda as he held off factory Honda teamsters Tommy Croft and Jimmy Ellis in qualifier three. The battle was wild with both Croft and Ellis sliding and skidding off the track every time they attempted to pass the stocker with their supposedly more tractable works RCs. Gaylon Mosier crashed and took a trip to the semis as Greg Theiss and Mickey Kessler on the J&R Yamaha made the top five cutoff.

Jammin' Jimmy Weinert put his factory Kawasaki ahead of Bassett's "Rocket Rex" Staten in the early laps of the final qualifying heat for the win as Billy "Sugar Bear" Grossi took his factory Carabela to a third place. Fourth was privateer Fred Vertucci on a Suzuki ahead of Yamaha's Rickey Burgett.

During the intermission Larry Huffman, the super mouth of stadium announcing, helped Honda give away a number of motorcycles and Toyota raffle off a new SR5 Longbed pickup to lucky spectators. Honda, Mr. PiBB and Toyota in particular have done much to help the Supercross Series this year. Larry was aided throughout the evening by cheerleaders from a local high school, provided by a friend of Bob Hannah's. In order not to show any partiality though, the girls were dressed in the various team colors from Honda, Yamaha and Suzuki to lead the fans on.

Semis

The four tickets to the main in the semi-finals fell to Mark Barnett who led Ken Adams to victory in the first bash. Mickey Boone and Steve Wise debated the lead in semi two with Boone finally coming out on top.

Consolation

Steve Stackable knew he had to win. "Short Stack," as the lanky Texan is known, wanted the one remaining ticket to the main. He held off Mark Gregson and John Ayers for the privilege of being the last man to fill out the field in the run for glory.

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the lead. For three laps they banged together as Bob pulled beside Marty on the straights. Marty revved the Honda 'til it popped, held his good line and kept Bob blocked out as they slid sideways into the turns. The crowd let their seats get wet as they waved Hannah on and vibrated the stadium with their clammer. The decibel count in Pittsburgh approached sonic boom proportions as Bob kept the Yamaha pegged on a set of quadruple jumps and turned the airborne pass into the lead.

Hannah's lead over Tripes only lasted until the next corner.

"I tried to get a good drive out of the turn on Marty. I hit a rut and got pitched off the track and onto the plastic covering. I wanted to get back on the track where I went off. By the time I got turned around, the bike wouldn't move. The mud on the plastic was like grease and my tire just spun like crazy. I couldn't get going. I lost a lot of time."

It was over eight seconds that the Hurricane had lost as he routed himself back onto the track in fifth position behind Chuck Sun. By the mid-point in the 20-lapper Bob was back up into third spot behind Jimmy Ellis. Getting around Staten and Sun though had left him some 15 seconds behind the leader. Could Marty be reeled-in by Bob at nearly two seconds a lap?

The halfway order was Tripes, Ellis, Hannah, Staten, Sun, Bell, Pomeroy, Croft, Weinert, Burgett, Wise, Moates spun out to 12th, Barnett, Clark, LaPorte, Kessler, Savitski, Stackable and then Grossi in his final few laps before the prototype Carabela DNF. Weinert would get spooked on a jump and lose steam, dropping back further.

Mike Bell and Chuck Sun provided one of the few behind-the-scenes battles for fifth spot. Yamaha's new 500cc class rider would get a wheel under Chuck on the last lap to win the tussle. Rocket Rex would be the class of the evening with his Marty Smith-wrenched Bassett bike to claim his solid fourth spot by race's end.

Team Honda's Jimmy Ellis picked up the Toyota Tower Jump money.

Meanwhile, over 60,000 arms were waving him on in hurricane force as Hannah closed on Ellis and passed him easily on lap 12. Four more laps and Bob was rubbing Tripes' red rear fender raw. Bob had made up ground on the rain-soaked track at the unbelievable rate of three seconds per lap. A slight blip of the throttle and Hannah was leading. The stadium shifted on its foundation. Fireworks exploded overhead.

As Hannah passed, you could see in Marty's face that he had no determination to try and fight back. Within a lap Bob was running with a six-second lead. Even a lap later when Bob stalled in a turn and had to restart the flywheel-light Yamaha, Marty showed no incentive at trying to reclose the gap. He knew he had to beat Bob, but he wasn't pumped the way he had been the two weekends previous in Omaha and Southwick when his bike DNF while leading.

In victory circle, as Bob leaned an arm over Huffman's shoulder, he was happier than he'd ever been all year. Once again he had overcome impossible odds in a come-from-behind charge to win. But now he could feel that second consecutive Supercross Series title within his grasp. He already had the 250cc Nationals nearly wrapped up at the halfway point, and the mechanical problems that kept him from winning everything in sight last year are now history.

A new game plan is beginning to develop in the back of his mind. One which will grow during the remainder of this year and probably bloom forth in Europe next year. ●

Results

FINAL: 1. Bob Hannah (Yam); 2. Marty Tripes (Hon); 3. Jimmy Ellis (Hon); 4. Rex Staten (Yam); 5. Mike Bell (Yam); 6. Chuck Sun (Hus); 7. Jim Pomeroy (Hon); 8. Tommy Croft (Hon); 9. Steve Wise (Hon); 10. Rick Burgett (Yam); 11. Marty Moates (Suz); 12. Danny LaPorte (Suz); 13. John Savitksi (Yam); 14. Michael Kessler (Yam); 15. Jimmy Weinert (Kaw); 16. Mickey Boone (Suz); 17. Denny Swartz (Mai); 18. Steve Stackable (Kaw); 19. Greg Theiss (Hon); 20. Fred Vertucci (Suz); 21. Terry Clark (Mai); 22. Kenneth Adams (Mai); 23. Scott Jordan (Suz).

CONSOLATION: 1. Steve Stackable (Kaw); 2. Mark Gregson (Suz); 3. John Ayers (Suz); 4. Parry Klassen (Mai); 5. Ron Shoup (Suz); 6. Tod Perkins (Yam); 7. M. Anderson (Hon); 8. Don Kudalski (H-D); 9. D. Bowman (Hon); 10. D. Boles (Mai).

AMA TOYOTA SUPERCROSS SERIES POINT STANDINGS: 1. (Tie) Marty Tripes/Bob Hannah (195); 3. Kent Howerton (121); 4. Tommy Croft (109); 5. Steve Wise (106); 6. Mike Bell (104); 7. Jimmy Ellis (88); 8. Rich Eierstedt (83); 9. Jim Pomeroy (80); 10. Mickey Boone (69); 11. Rex Staten (68); 12. Terry Clark (61); 13. Rick Burgett (57); 14. (Tie) Gary Semics/Marty Smith (53); 16. (Tie) chuck Sun/Jimmy Weinert (51); 18. (Three-way tie) Mark Barnett/Tony DiStefano/Danny LaPorte (45).

TOYOTA TOWER JUMP POINT STANDINGS: 1. Jimmy Ellis (16); 2. (Tie) Scott Jordan/Rex Staten (8); 4. Danny LaPorte (7); 5. (Tie) Marty Tripes/Marty Moates (6); 7. (Tie) Gaylon Mosier/Mike Bell (5); 9. (Three-way tie) Warren Reid/Marty Smith/ Ed Jones (4).

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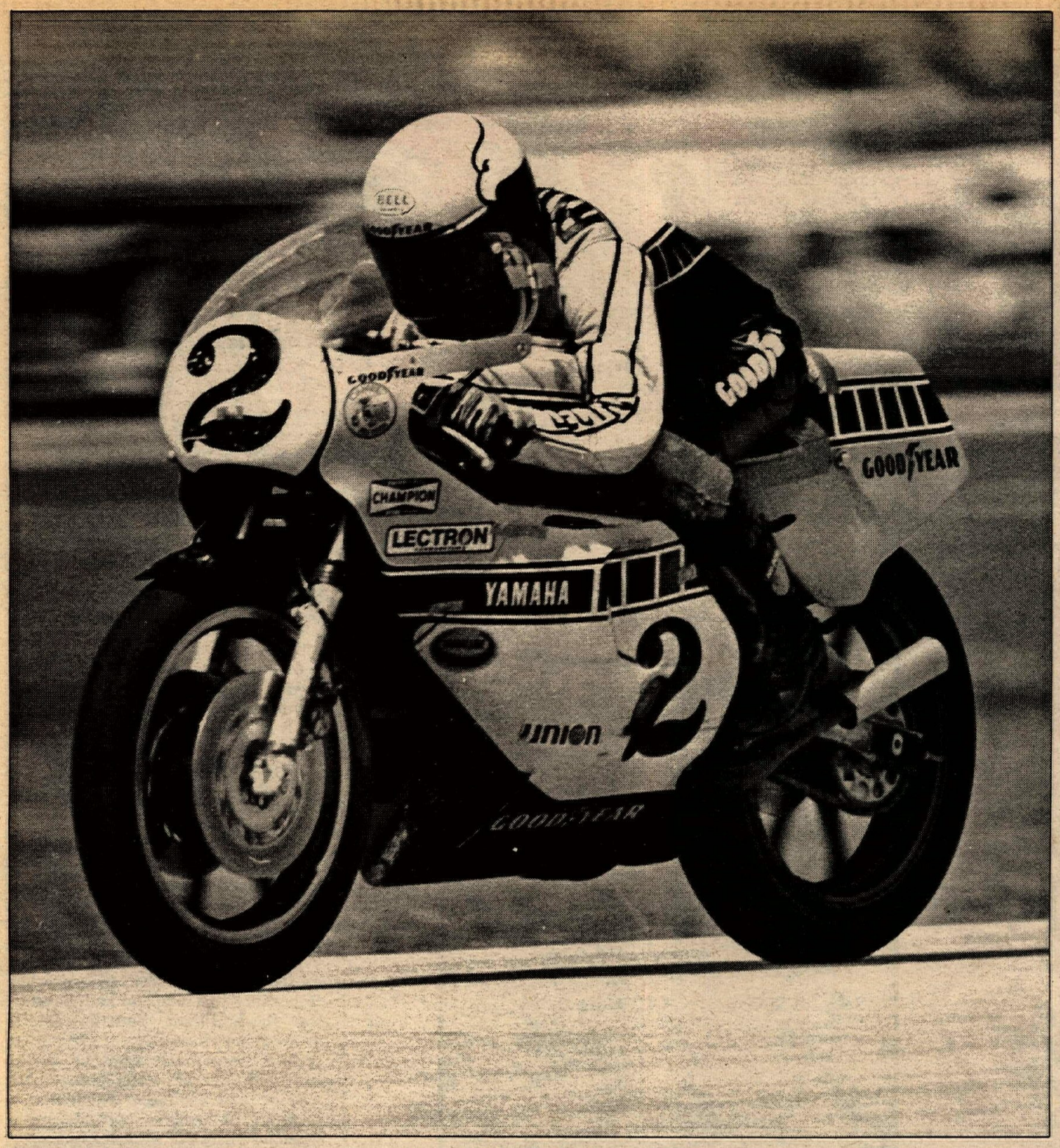
SCHEDULE
Sunday, June 4, 1978

Gates open	7:00 am
500cc GP training session	10:00 am
First 250cc support moto	12:30 pm
First 500cc Grand Prix moto	1:10 pm
Art Scholl Aerobatic Show	2:00 pm
Second 250cc Support moto	2:30 pm
Second 500cc Grand Prix moto	3:10 pm
End of show	4:00 pm (approx.)

NOTE: There will be no overnight camping at the race track on Saturday night.

LOCATION: Carlsbad Raceway, Palomar Airport Road, Carlsbad California, South on Interstate 5 heading toward San Diego. Past the city of Oceanside to Palomar Airport Road Exit. East on Palomar, follow signs to raceway.



Kenny Roberts ran away from everyone to win his first 500cc GP. File photo.

World Championship GP Road Racing Series - Round three

Roberts devastates Austria to close on Sheene

By Chris Carter

SITTENDORF, AUSTRIA, APR., 30

Kenny Roberts, in a record-breaking ride that destroyed the opposition, stole the show in the Austrian 500cc GP. The win moved Roberts within four points of defending champion Barry Sheene, who regained the points lead in Austria via his third place finish.

King Kenny took the lead on the third lap of the 500cc race, and from then on the question was simply who would be second? He stretched his lead at the rate of one second a lap until the closing stages, and with the opposition thrashed out of sight and a new lap record in the bag, he eased off, yet he still lapped all below fifth man Teuvo Lansivuori.

Roberts crossed the line more than 16 seconds ahead of Johnny Cecotto, and Sheene on the Texaco Heron Suzuki, just never looked like catching the Yamaha pair.

Sheene's race was easier after first his teammate Pat Hennen had to stop with a piston holed by an ignition fault while battling with Barry for third spot, and then little American Steve Baker crashed the Nava Olio Fiat Suzuki on the 20th lap, while closing rapidly on the world champion.

Steve went to the hospital for a precautionary check-up but he was not the only top liner to take a heavy fall during the day.

In the 350cc race, Yorkshireman Mike Grant had to change line suddenly, to miss Frenchman Christian Sarron's broken down Yamaha, which was parked on the racing line at the bend where last year's disaster struck.

Mick was on the grass and off the bike like lightning, but fortunately everyone missed him, and the marshalling and first-aid facilities stood the test. Poor Mick didn't come out of it so well. He chipped a bone in his foot, but set off to England determined to race at Oulton Park, if possible.

While Mick was doing his gymnastics, his teammate Kork Ballington was making easy work of winning the race. The new Kawasaki, in the hands of this South African was just too much for either Italian Franco Uncini on the Venemotos Yamaha, or Takazumi Katayama on the latest three-cylinder works Yamaha.

The third Kawasaki super star, Gregg Hansford started off well, but his injured shoulder began to hurt, and he dropped back gradually to finish seventh, caught by Jon Ekerold, Olivier Chevallier and Michel Rougerie.

Best race of the day, though, was the sidecar clash between West German Werner Schwarzel with the latest Fath-powered Aro, and Swiss ace Rolf Biland, using the conventional Trachsel outfit powered by a four-cylinder Yamaha.

The dice ended when Schwarzel was forced to stop as his motor lost more and more power, and finally he pulled out. But he and his passenger Andreas Huber had made Biland and Kenny Williams work for their 15 points.

The scrap for second place was just as good, if not better! It starred Geordie Mac Hobson, and Kenny Birch in the Schmidham-Yam, and Frenchman Alain Michel and his new British ballast Stu Collins in the Seymaz.

The record crowd, close on 100,000, loved it, and things were so hectic that fairings touched more than once!

Mac hung on to take second place, with Alain third, and slow starting George O'Dell with Cliff Holland in the chair of the new Schmid Yamaha was only four seconds behind the pair thanks to some flat out driving in the final few laps.

Schwarzel's retirement wasn't the only blow for West Germany. Rolf Steinhausen was looking set for a top six place until the primary drive broke on his Yamaha.

Other British sidecar racers, though, were not so lucky as Hobson and O'Dell. Poor Dick Greasley discovered a puncture after the warm-up lap, and Jock Taylor had to stop to change a plug at the end of the first lap, but once restarted he charged through well to grab 12th place in his debut GP.

Fourth race on the day's programme was the 125cc event, won by Italian Eugenio Lazzarini who upset the crowd by beating their hero, local ace Harald Bartol, who had been ahead for 10 of the 30 laps.

Reigning world chamion Pierpaolo Bianchi had his Minarelli engine mysteriously stop on the first lap at the end of the straight, and though he hurried on, once he had restarted, he couldn't climb higher than third.

Clive Hoton, looking certain to make his mark on the 125cc world champion table this year, had the misfortune to take a tumble off his Morbidelli, when lying a good sixth. ●

Results

125cc (30 laps 79 miles): 1. E. Lazzarini (Mor); 2. H. Bartol (Mor); 3. P. Bianchi (Min); 4. T. Espie (mtobecane); 5. P. L. Conforti (Mor); 6. B. Carlsson (Mor); 7. H. Muller (Mor); 8. M. Kinnunen (Mor); 9. J.L. Guignabodet (Mor); 10. R. Tormo (Bul); 11. P. Plisson (Mor); 12. T. Noblesse (Mor); 13. S. Dorflinger (Mor); 14. F. Agostini (Mor); 15. J. Parzer (Mor).

Fastest Lap: E. Lazzarini (Mor) 1m 32.0s - 101.95 mph.

350cc (35 laps 92. 17 miles): 1. K. Ballington (Kaw); 2. F. Uncini (Yam); 3. T. Katayama (Yam); 4. J. Ekerold (Yam); 5. O. Chevallier (Yam); 6. M. Rougerie (Yam); 7. G. Hansford (Kaw); 8. P. Korhonen (Yam); 9. V. Soussan (Yam); 10. G. Bonera (Yam); 11. P. Fernandez (Yam); 12. C. Mortimer (Yam); 13. J. Dodds (Yam); 14. E. Stollinger (Yam); 15. M. Frutschi (Yam).

Record Lap:K Ballington (Kaw) 1m 25.7s, 111.30 mph.

Old Record: W. Villa (H-D) 1m 26.7s, 107.38 mph.

500cc (35 laps, 92.17 miles): 1. K. Roberts (Yam); 2. J. Cecotto (Yam); 3. B. Sheene (Suz); 4. M. Lucchinelli (Suz); 5. T. Lansivouri (Suz); 7. W. Hartog (Suz) 8. B. van Dulman (Suz); 9. G. Bonera (Suz); 10. B. Kneubuhler (Suz); 11. P. Coulon (Suz); 12. L. Van Breda (Suz); 13. H. Kassner (Suz); 14. J. Steiner (Suz).

Record Lap: K. Roberts (Yam) 1m 21.7s, 116.03 mph.

Old Record: G. Agostini (Yam) 1m 23.8s, 113.13 mph.

Sidecars (30 laps, 79 miles): 1. R. Biland/K. Williams (Yam); 2. M. Hobson/K. Birch (Yam); 3. A. Michel/S. Collins (Yam); 4. G. O'Dell/C. Holland (Yam); 5. B. Holzer/C. Meierhans (Yam); 6. G. Brodin/B. Wickstrom (Yam); 7. W. Stropek/K. Altricher (Yam); 8. H. Huber/B. Schappacher (Kon); 9. K. Sprengel/M. Kurnsteiner (Suz); 10. O. Haller/R. Gundel (Yam).

Record Lap: W. Schwarzel/A. Huber (Aro Fath) 1m 30.6s, 104.58 mph.

Old Record: R. Biland/K. Williams (Yam) 1m 31.6s, 103.17 mph.

WORLD CHAMPIONSHIP POINT STANDINGS

125cc: 1. P. Bianchi (Min) 25 points; 2. H. Bartol (Mor)22; 3. T. Espie (M-B) 20; 4. Pacheco (Mor) 10; 5. E. aleman (Mor) 8; 6. C. Horton (Mor) 8.

350cc: 1. T. Katayama (Yam) 25 points; 2. K. Ballington (Kaw) 23; 3. F. Uncini (Yam) 12; 4. P. Fernandez (Yam) 12; 5. P. Pileri (Mor) 10; 6. J. Ekerold (Yam) 8.

500cc: 1. B. Sheene (Suz) 31 points; 2. K. Roberts (Yam) 27; 3. P. Hennen (Suz) 27; 4. J. Cecotto (Yam) 20; 5. S. Baker (Suz) 15; 6. T. Katayama (Yam); 10. T. Lansivuori (Suz) 10.

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For San Jose, Garth borrowed former AMA champ, Mert Lawwill's Klotz powered bike.

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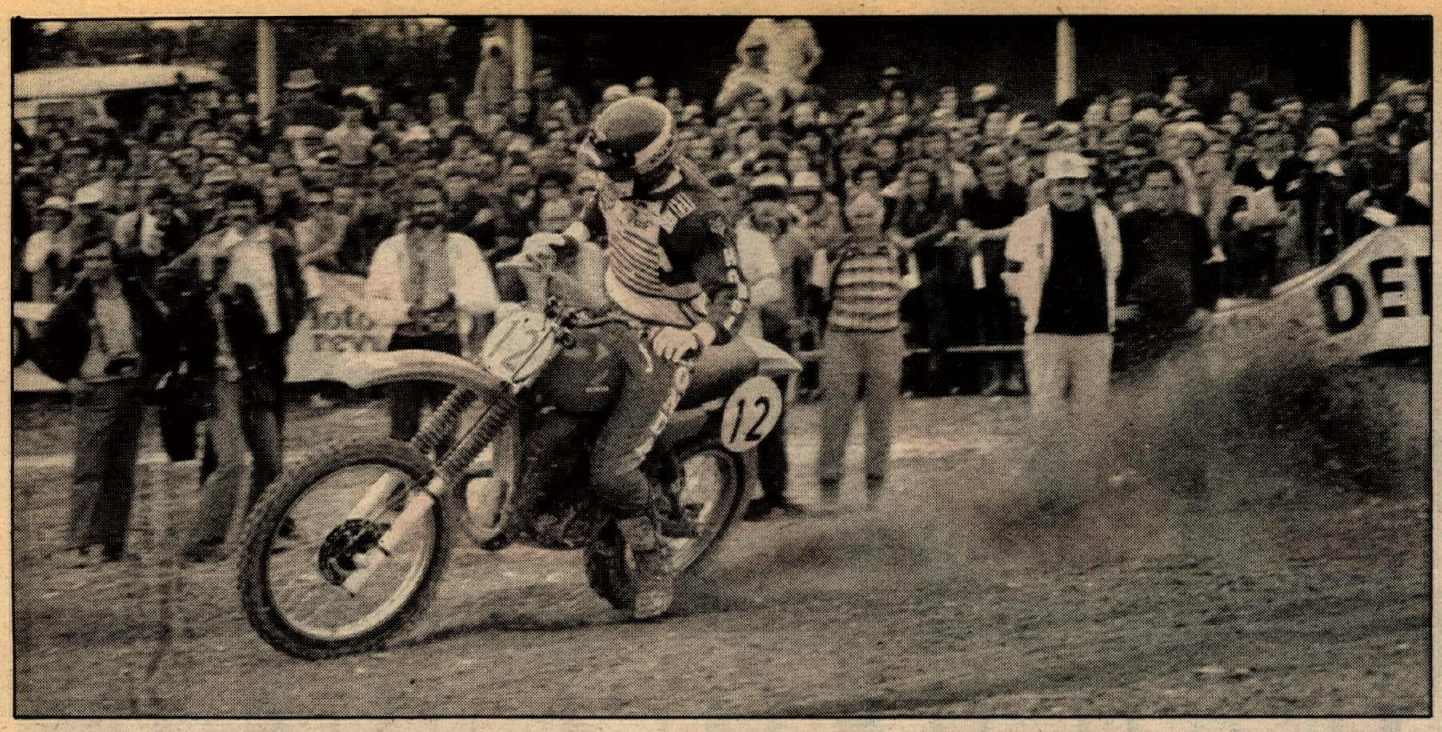
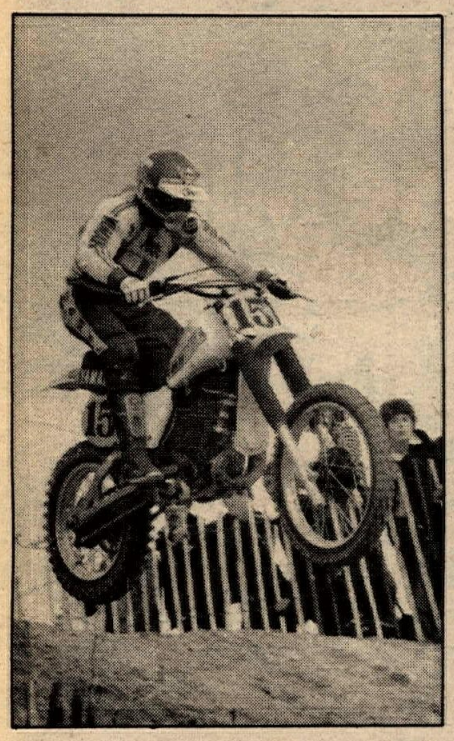
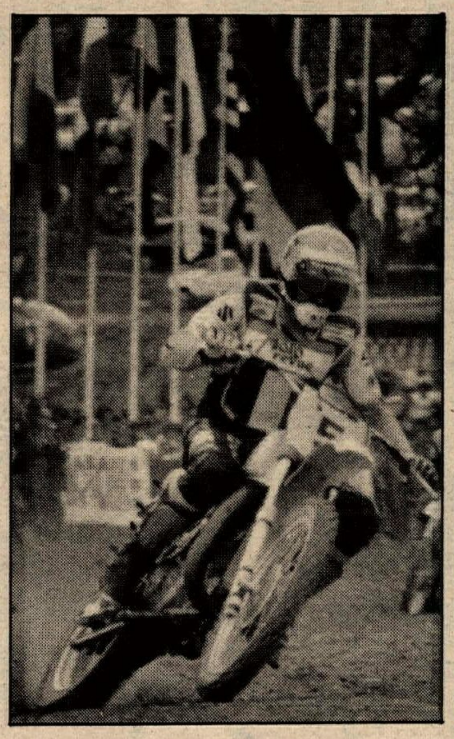


(Above) Brad Lackey tied Heikki Mikkola on moto finishes; lost the French GP to the Finn on aggregate time. (Below left) Winner Mikkola. (Below right) DeCoster's best was a second-moto fourth.





World Championship 500cc MX Series - Round three

Lackey, Mikkola split wins in France

By Chris Myers
Photos by Nick Haskell

GAILLEFONTAINE, FRANCE, APR. 30

Works Honda rider Brad Lackey is the only man who can present a serious threat to the defending World 500cc Motocross Champion Heikki Mikkola in this year's contest. That is the inescapable conclusion the French Grand Prix where both rivals each scored with first and second places in the two motos. The French organizers gave Mikkola the overall result on aggregate time.

Lackey is now just two points behind Mikkola in the title stakes, while five-times World Champion, Roger DeCoster, now trails 27 points behind in third after a crash put him out of the first moto on Sunday.

Lackey's British Honda teammate Graham Noyce suffered from the drive chain problems that have plagued him this year. In both motos he lost a secure third place. First time out he dropped to eighth on the last lap when his chain slipped off and he pushed home. In the second moto the chain snapped completely.

DeCoster's works Suzuki teammate Gerrit Wolsink also failed to make a real impression on Sunday. Wolsink had a bad start in the first moto and finished sixth, but dropped out after just two laps in the second complaining that his steering head was loose.

A huge crowd of almost 30,000 spectators packed around the tight, twisty course just outside the little village of Gaillefontaine for the GP. They were lucky to have hot sun for both motos for it had rained heavily the night before and started up again during the prize ceremony afterwards. Belgian Andre Malherbe on the new works 420cc KTM led Lackey, Noyce and Mikkola at the start of the first moto, but at the end of the first lap he'd slipped to third behind Lackey and Mikkola. DeCoster retired after a crash snapped off the lug on the front fork slider that retains the brake plate.

Swede Hakan Andersson, the ugly cut on his hand now fully healed after he aggravated the injury at the Austrian GP, was fifth at the start and West German Herbert Schmitz sixth. Tenth was lanky Belgian Jaak Van Velthoven riding last year's KTM after blowing up the new bike in practice.

Mikkola pressed Lackey very hard for the first two laps and the lead changed hands regularly until the Flying Finn came through finally. Both men then pulled away from Noyce who was now third after passing Malherbe.

The leader board was set for the next 12 laps. Then, four laps from the end, Lackey seized his chance when Mikkola went down after crashing into Adolf Weil. Mikkola took a few valuable seconds to pick himself up and get going again, but there wasn't enough time left and he settled for second.

At the flag, Malherbe was a distant third. Schmitz who had passed Andersson on lap nine was fourth and Wolsink was sixth ahead of Belgian Suzuki rider Andre Vromans. Tenth and last man to avoid being lapped was Aberg.

Noyce and Lackey both rushed off together from the start of the second moto ahead of DeCoster, Mikkola and Malherbe. The end of the first lap, however, saw Lackey first followed by Mikkola, Noyce, DeCoster and Malherbe.

Mikkola passed Lackey after two laps and again the two rivals pulled away from Noyce, leaving DeCoster and Malherbe spread out behind. Moving up very fast though was Hakan Andersson. After a brief tussel with Malherbe he was fifth, then one lap later fourth as DeCoster surrendered seemingly without a challenge. The race began to turn into a procession with the field spread right out led by Mikkola, Lackey, Noyce, Andersson, Malherbe and DeCoster in that order.

Things livened up a bit when Lackey slipped off and dropped back 20 seconds behind the leader while British hopes were dashed when Noyce's chain snapped seven laps from the flag when he had a sure third place. Malherbe dropped back a place to finish sixth when his KTM developed gear selector problems and that made DeCoster fourth and French KTM rider Jean Jacques Bruno fifth.

Van Velthoven was seventh well ahead of Schmitz with Aberg ninth, again the last man to avoid being lapped. At the flag Mikkola had a 33 second lead from Lackey.

Briton John Banks rode his Merlyn 498cc Honda four-stroke in his first Grand prix this year, but dropped out of both motos when the bike refused to shift up from first. ●

Results

Overall: 1. H. Mikkola (Yam); 2. B. Lackey (Hon); 3. H. Andersson (Hus); 4. A. Malherbe (KTM); 5. H. Schmitz (Mai); 6. R. DeCoster (Suz); 7. J – J. Bruno (KTM); 8. J. Van Velthoven (KTM); G. Wolsink (Suz); 10. B. Aberg (Yam); A. Vromans (Suz); 12. G. Noyce (Hon); 13. F. Kobele (Mai).

First Moto: 1. Lackey; 2. Mikkola; 3. Malherbe; 4. Schmitz; 5. andersson; 6. Wolsink; 7. Vromans; 8. Noyce; 9. Aberg; 10. Van Velthoven; B. Wright (CCM).

Second Moto : 1. Mikkola; 2. Lackey; 3. Andersson; 4. DeCoster; 5. J – J Bruno; 6. Malherbe; 7. Van Velthoven; 8. Schmitz; 9. Aberg; 10. Kobele.

Championship standings: 1. L. Mikkola (72 points); 2. Lackey (70); 3. DeCoster (43); 4. Malherbe (36); 5. Schmitz (33); 6. Van Velthoven (26); 7. Wolsink (26); 8. Andersson (21); 9. Vromans (20); 10. Noyce (16); 11. Wright (8).

World Championship 125cc MX Series - Round three

Rond continues domination in Holland

By Jack Burnicle

APLEDOORN, HOLLAND, APR. 30

Dutch champion Gerard Rond devastated the opposition on his works Yamaha to score his second GP victory in successive weekends at Apledoorn, Holland.

Revelling in the fast, loose track conditions, Rond won both motos by over a minute from Suzuki rider Akira Watanabe to take over top slot in the title chase from Gaston Rahier, the reigning champ.

Rahier had a wretched day, conceding second position to Watanabe three laps from the end of the first moto as his Suzuki developed a misfire, and pulling out after only one hundred yards in the second with the same problem.

Moto one saw Rond leap into an immediate lead, and quickly leave Watanabe, while Rahier lost precious

nner-up Akira Watanabe and Peter

time finding a way past local ace Henk Pauw.

Andre Massant, also mounted on Honda, gated abominably in 26th spot, but carved through the field at a hectic pace, eventually displacing Matti Autio for fourth at two-thirds distance.

Wayward chains sidelined both the works KTMs of Gote Liljegren and Sigi Lerner, who had held fifth place in the opening stages. Hard riding Yuri Khudiakov crashed from the leaderboard on lap seven, to the ultimate advantage of his fellow Russian Anatoly Ovchinnikov. Both were riding the works water-cooled CZs, although Ovchinnikov had reverted to last year's air-cooled model during practice.

The Czech CZ squad of Churavy, Jirka and Novacek simply never showed up - a measure of their current disillusionment with the strangely unsatisfactory water-cooled machines.

The second moto produced an equally devastating victory for Rond who was cheered all the way by a huge, partisan crowd.

Watanabe's second spot was never in doubt, but drama raged behind him as third place was held, insecurely by Dutch sand specialists Peter Groeneveld, and Dinant Zijlstra, Khudiakov, and finally Liljegren. All were there at the finish except Zijlstra, whose Kawasaki seized on lap eight.

Massant gated badly again, then crashed heavily, bringing down Roy Landberg on the German-built Gori. Massant remounted, but a jammed chain curtailed his lurid efforts, while his equally exuberant first race protaganist Autio took an unscheduled plunge into the ever-present trees and retired, fortunately unhurt.

Meantime Rond had once more lapped all but the first four riders. The likeable Dutchman remains uncertain as to whether or not he can maintain this demoralising form on the firmer European tracks that are to come, but he has already burst the title chase wide open, and confronted Gaston with his serious challenge in two years. ●

Results

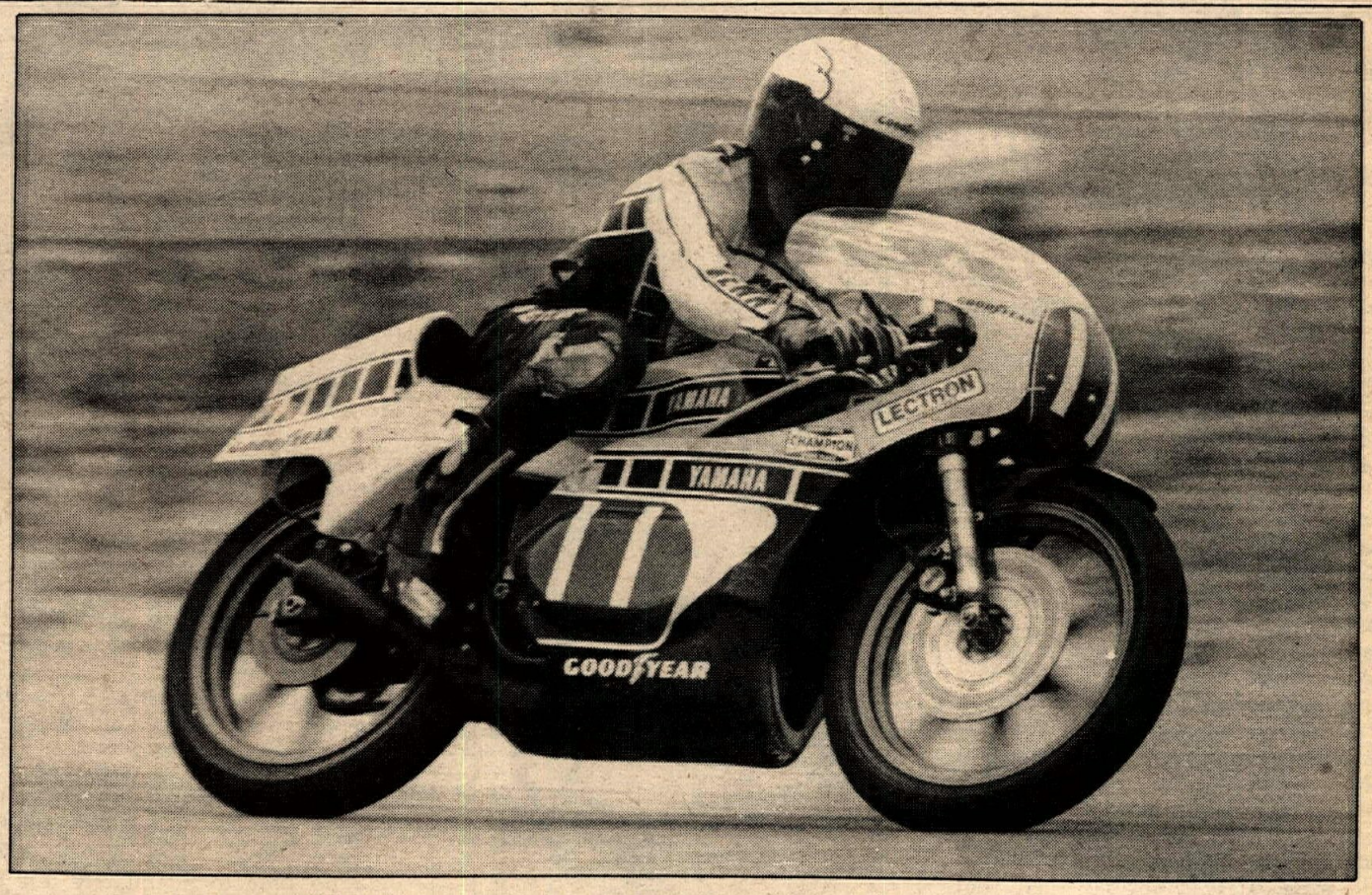
Overall: 1. Gerard Rond (Yam); 2. Akira Watanabe (Suz); 3. Gaston Rahier (Suz); 4. Gote Liljegren (KTM); 5. Peter Groeneveld (Suz); 6. Andre Massant (Hon); 7. Yuri Khudiakov (CZ); 8. Matti Autio (Suz); 9. Dinant Zijlstra (Kaw); 10. Henk Van Mierlo (Kaw); 11. Sigi Lerner (KTM); 12. Robert Greisch (Yam); 13. Marcel Leclerq (Mai); 14. Anatoly Ovchinnikov (CZ); 15. Victor Popenko (CZ).

First Moto: 1. Rond; 2. Watanabe; 3. Rahier; 4. Massant; 5. Autio; 6. Zijlstra; 7. Groeneveld; 8. Greisch; 9. Dvchinnikov; 10. Bjurstrom.

Second Moto: 1. Rond; 2. Watanabe; 3. Liljegren; 4. Khudiakov; 5. Groeneveld; 6. Van Mierlo; 7. Lerner; 8. Leclerq; 9. Popenko; 10. Greisch.

Championship standings: 1. Rond (96); 2. Rahier (91); 3. Watanabe (85); 4. Massant (35); 5. Lerner (30); 6. Liljegrev (27); 7. Corrado Maddii 22; 8. Autio (20).

Kenny Roberts wins Salzburgring GP road race.



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Venezuelan GP	250cc	1st place
Brands Hatch F750	750cc	1st place
Austrian GP	500cc	1st place

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Steve McLaughlin hates restrictor plates...and other things

By John D. Ulrich

"The restrictor plates are pure, unadulterated crap!" shouted Steve McLaughlin. "They have done nothing but restrict the privateer."

McLaughlin stood behind an ironing board in his Santa Ana, California apartment, pressing a dress shirt and punctuating his speech with waves of the hot iron. Dressed in shorts and a t-shirt, McLaughlin talked to a reporter while preparing for a night on the town. He was very angry. Steve McLaughlin hates, among other things, the intake restrictor plates now required in 750cc GP machines raced at American Motorcyclist Association Camel Pro Series road races.

"Four years ago, when this idea of using restrictor plates to slow the 750cc road racers first came out, Hurley Wilvert and I tested restrictors. The original restrictor concept used a 2mm-thick ring between the carburetor and the intake manifold. We quickly found that we could overcome any horsepower loss caused by the ring simply by adding streamlining in front of and behind the ring. It was obvious then that anybody working for a factory could beat the restrictors everyway but sideways.

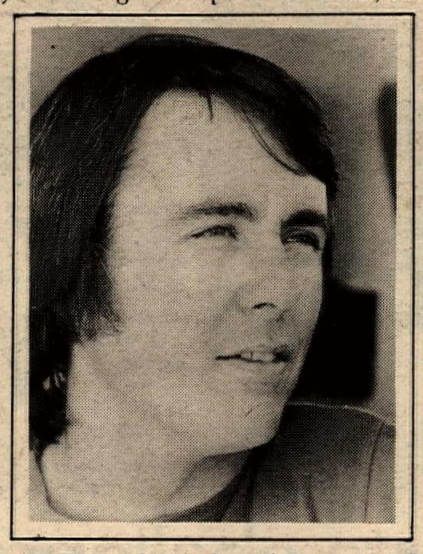
"I serve, as rider representative, on an AMA road racing committee, along with Bob Hansen as administrative advisor, Gordon Jennings as technical advisor, Gavin Trippe as promoter representative, and the AMA's Bob Rudolph, Bill Boyce and Douglas Mockett, the Czar/Commissioner of Racing.

"The original idea was that the committee would formulate and vote on proposed rules affecting road racing. But after Mockett was named commissioner, he informed us that we would serve in only an advisory capacity, and that he would make all the final decisions.

"We had several meetings on the subject of restrictors, and Hansen and I explained over and over again that the results of previous tests showed that the bikes would not go slower.

"Personally, I felt that there was no need for restriction of the bikes at all. But I represent the riders as a whole, and a majority felt that the bikes were going too fast and should be slowed down. So, as representative of the riders, I was willing to go along with the idea of slowing down the motorcycles.

"Hansen and I had an alternative plan to use of restrictor plates. We suggested a rule based on an idea Wilvert and I worked out several years ago, an idea which would be equitable for everybody: lowering compression by making the combustion chambers bigger. By lowering the compression, you could get the speed decreases, run



a smaller main jet, have less wear-and-tear on the crankshaft, get better fuel economy and probably get Yamaha to eat the cost of supplying us all with heads. The idea was simple and easy. But Gordon Jennings said it wouldn't work, that it was impossible.

"The last we heard at the final committee meeting before Daytona, simple restrictors 2mm thick and 23mm in inside diameter were to be used, which would have worked the same for everybody. But somewhere along the line before Daytona, Mockett decided to allow streamlining of the restrictors.

"How well did the restrictor rule work at Daytona? Kenny Roberts, riding against a 35 mph headwind, qualified .19 second slower than he did on an unrestricted bike in 1977. During the final race, he lowered the one-lap average-speed record *five* times, on five separate laps.

"What happened to the 10% or 5% speed reduction the restrictors were supposed to produce? It turned into 0% reduction! Five motorcycles with connections to the Yamaha factory ran in the 170-180 mph range consistently, while the rest of the field ran in the 150 mph range.

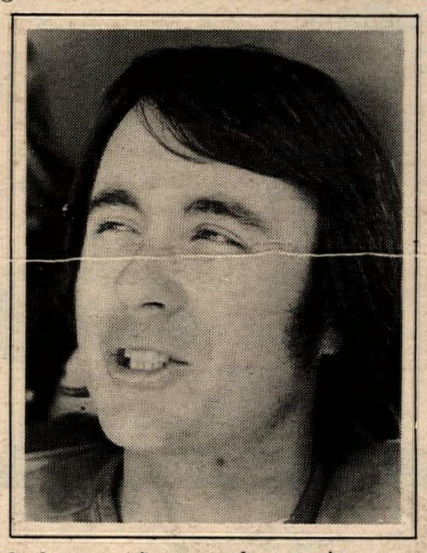
"My TZ, which for the last five years ran in the 170-mph bracket unrestricted, ran 152 mph in the first two days of Speed Week. Where did I qualify? I haven't been out of the first three rows in four out of the last five years and I qualified 25th! Anybody who saw the Superbike race knows that I haven't forgotten how to ride. It was all the restrictors. I *will* sort out my bike and make it competitive sooner or later. But all that trouble and agony is for what purpose? The restrictors don't do what they're supposed to do. They're worthless.

"The restrictor rule actually benefitted a small group of people, but not most of the riders. Who benefitted? Restrictor manufacturers. The one manufacturer who beat us all, Yamaha. But Yamaha doesn't run the AMA, and they do a great service by making a state-of-the-art piece of equipment available at a reasonable price in the United States. They did what any racing organization would have done in a similar situation — take advantage of the rules as incompletely administered by Mockett.

"So, I don't condemn Yamaha, I don't condemn non-factory riders with factory components, I don't condemn Yamaha Racing Director Kenny Clark. I condemn Douglas Mockett, who made the final decision on the restrictor plates.

"I personally trashed $2000 worth of engine parts at Daytona. Erv Kanemoto and Gary Nixon trashed five or six engines. Don Vesco and Gene Romero trashed a bunch of engines. Like the other privateers, I had no time to test restrictor plate configurations between the time the new bikes were delivered and the start of Speed Week. Unlike the factory, I had no time to adequately test the restrictors while running around having exhaust systems made, fairings put on, wheels manufactured and installed and all the other things you need on a serious racebike. So, like all the other privateers during Speed Week, I lost cylinders, crankshafts, engine cases and pistons.

"A major problem with the restrictors, and the reason why many people had problems with engine failures, was that the reduction of air/fuel flow altered the necessary gas/oil mix ratio. In effect, if the same gas/oil ratio was used after installation



of the restrictors, the engine was getting a smaller volume of air, less fuel and less oil at any given rpm.

"People couldn't understand why they were getting seizures with a rich plug reading, which only reflected the gas/air fuel mix, not the gas/oil ratio or total fuel volume. In fact, they were running low on oil, and needed a stronger mix. Many people lost bearings and had seizures from lack of lubrication. We dropped from a normal 28:1 to 24:1 gas/oil ratio, and probably should have been running 18:1. One of my friends joked that Gordon Jennings has been pushing 15:1 oil mixtures for the last 15 years, and he's finally found a way to make us all use it.

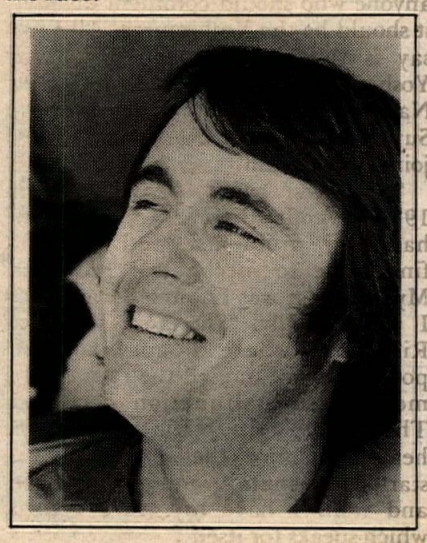
"The big mistake Mockett and the AMA made in this whole thing was that they allowed everyone to do what they wanted to do. They should have handed everyone identical restrictors, given them all the technical information needed to make them work, and told them what to expect as far as oil ratio requirements and tuning went. That would have been fair.

"As it was, a few people, all connected to Yamaha, had trick restrictors and special rubber manifolds and access to technical information that the rest of us didn't have. The results was that I watched five motorcycles completely dominate the race and decimate the competition. With Kenny lapping the field, the restrictors certainly didn't improve the racing. They didn't attract any spectators, either, as anybody who looked at the grandstands during the 200 miler knows.

"Yet one week after Daytona, in Caracas, Venezuela, I saw Kenny Roberts run fourth in the 500cc class until he retired, and I saw him have an exceptional 250cc duel with a relatively unknown Italian named Franco Uncini. Uncini led, Roberts passed him, Uncini repassed and left Kenny Roberts behind — until Uncini crashed. All on unrestricted motorcycles.

"The point is this: I believe that Kenny Roberts is one of the best motorcycle racers on the face of the earth, in all of history. There is no question about his talent. But his talent shouldn't be added to by every advantage in the world, such as trick restrictors and a $200,000 motorcycle. The restrictor rule ended up just giving Roberts more of a pre-race advantage by setting back all the privateers. As for the $200,000 motorcycle, that brings up another thing.

"The AMA has long had a claiming rule, designed to keep people from entering special, factory-built $100,000 or $200,000 motorcycles and totally annihilating the competition. The idea was to keep the cost of being competitive within reach of all the riders, since nobody would enter such an exotic bike when somebody could buy it for a few thousand dollars after the race.



"Several years ago, the claiming rule was changed from covering the whole bike to just the engine, carburetion

and ignition, which any rider could claim for $5500. That left out the most important part, the exhaust, so it was an insane rule.

"The change was made because of the fear that the Europeans — since racebikes are so expensive in Europe — were going to buy up all the TZ750s at Daytona, leaving the American riders without their bikes.

"The road racing committee voted this year to change the rule somewhat. You could still buy the engine for $5500, but you could also buy the entire motorcycle — everything, the complete bike — for $7500. If you buy a standard Yamaha TZ750 from Yamaha Motor Corporation, put mag wheels and a fairing on it, paint it, and get it ready with some rubber, it will run you abut $7500 by the time you get it to Daytona. That is an equitable figure.

"But someone with a $100,000 super-fast motorcycle would surely not risk running it in a race where it could be claimed for $7500. Gary Scott and half a dozen other riders would be just waiting to claim the bike, because they want to be competitive. We're in a competitive sport.

"On Thursday of Speed Week, the AMA changed the claiming rule back to the way it was previously, to where the riders could only claim the engine for $5500. Very few people were aware of this taking place. I believe it was a decision made by Mockett.

"So Roberts, Baker and Cecotto show up with these very trick motorcycles, with all-different front ends and all-different monoshock units and trick restrictors and manifolds, and they've got 20 mph on everybody. The private guys without the trick parts don't have a chance to win the race, and they can't even claim the trick bikes.

"The problem the AMA has now is Doug Mockett. The idea of one, very knowledgeable man in charge as Czar or Commissioner is a good concept. An example of such a man would be Bill France, who owns and runs NASCAR. But there's a difference. Bill France has raced. Bill France has built vehicles. Bill France owns and operates a race track — Daytona International Speedway. What has Mockett done? What are his credentials? He's a public relations man, and evidently not a very good one at that, since he has worked for — and been fired by — Yamaha, Mike Goodwin and Bates Industries."

By the time this non-stop outpouring of words is completed, McLaughlin is calm and the shirt is ironed. As he dresses, he reluctantly talks about the Yoshimura R&D of America Superbike Production ride he lost less than two weeks after winning the Daytona Superbike race on a GS1000.

"I'm not at liberty to go into the differences the Yoshimuras and I have at this point," he says. "If there's anyone who should comment on that, it should be the Yoshimuras. All I can say is that I have ridden for the Yoshimuras in four AMA Superbike Nationals. They hadn't won a Superbike race for 2½ years before I joined their team.

"The first event, Sears Point in 1977, I rode their Z-1, had some handling problems, and couldn't finish due to mechanical problems. My next race was Laguna Seca, which I won handily. The next race was Riverside, where I got the pole position easily and led the race until a mechanical malfunction occurred. Then we went up to Daytona, led the heat race until the bike blew up, started the main event in last place, and won. I have my track record, which speaks for itself."

McLaughlin, not known for lacking words, will say no more. ●

STARS FALL ON ALABAMA as Can-Am riders take 5 Golds at Maplesville, April 22-23. Once again, Can-Am came on strong in tough competition —this time at the Perry Mountain Motorcycle Club 2-Day Qualifier, Maplesville, Alabama. Copping the golds for Can-Am were John Martin, 250 Class; Ron Matthews, Open Class; Jeoff Burgess, 175 Class; Jeff Smith, 350 Class; Duane Koenig, 250 Class. All were on Can-Am Qualifier* machines. And if that weren't enough, other Can-Am Qualifier riders winning heavy metal were Tom McCoy and Bob McLain with Silvers, and Dr. R. D. Fields and Harold Kelly with Bronzes.

Southland is "Birth of the Blues" for Can-Am MX-4 opponents. April was big for Can-Am in Motocross events. Norman Layton, Jr. and Tim Mullins, both of Layton Motorcycle Sales, Cartersville, Georgia, took the flag for firsts at the Burnt Hickory Motocross, April 9. Layton spurred home a Can-Am 370 MX-4, and Mullins won on a 250 MX-4. At the Big Spring, Texas Motocross, Bobby Williams of Lewis Ashby's Cycle Hut of Odessa took first in the Expert Class on a 250 MX-4.

Painter covers competition on an MX-4 at Gastonia Hare Scramble. Ken Painter, riding for Callaway Mobile Homes of Denver, North Carolina won a first at this Hare Scramble Cross Country on his Can-Am MX-4.

"Wild" Bill Hartley rides again. Result: another first. Raiford, Florida was the site of the 4/15 Enduro Polish Pathfinders, and Can-Am won again, this time with Bill Hartley up on a 125 Qualifier.

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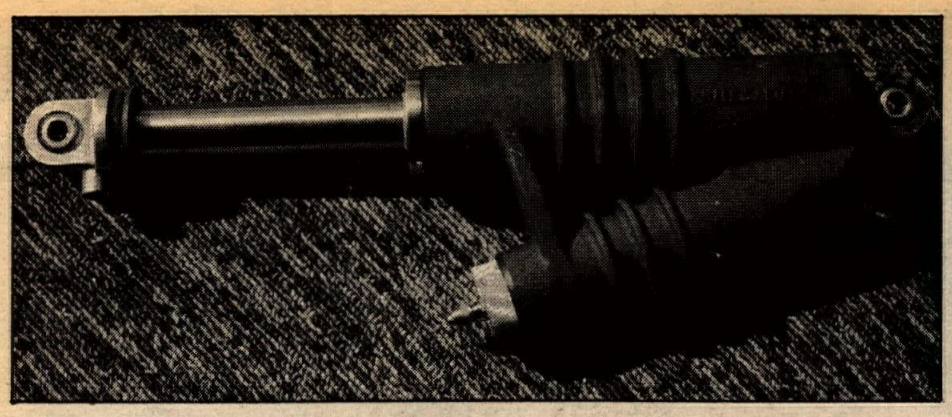
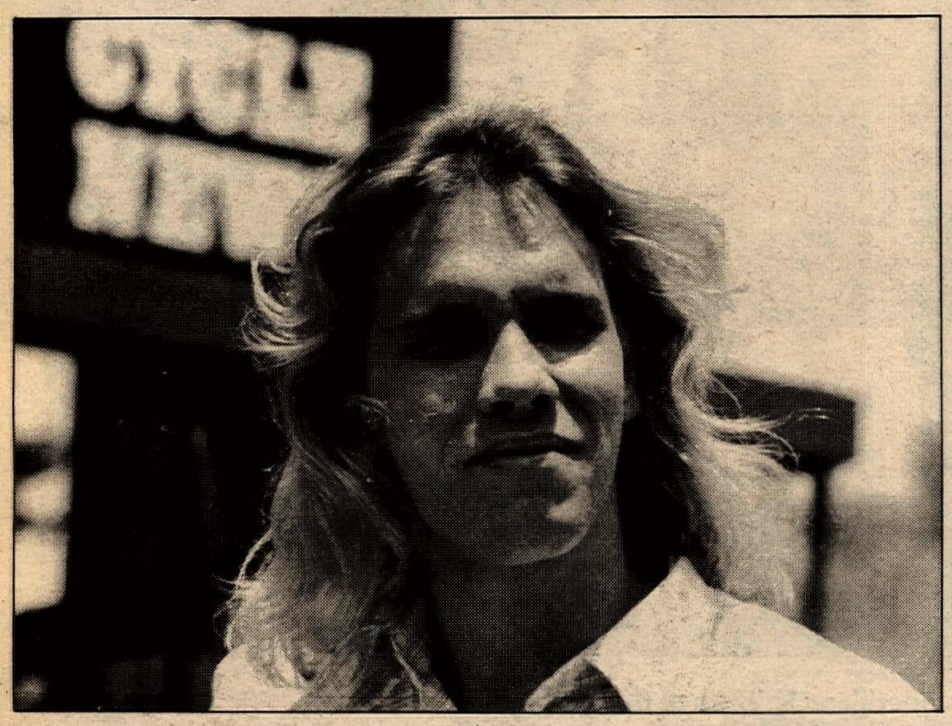
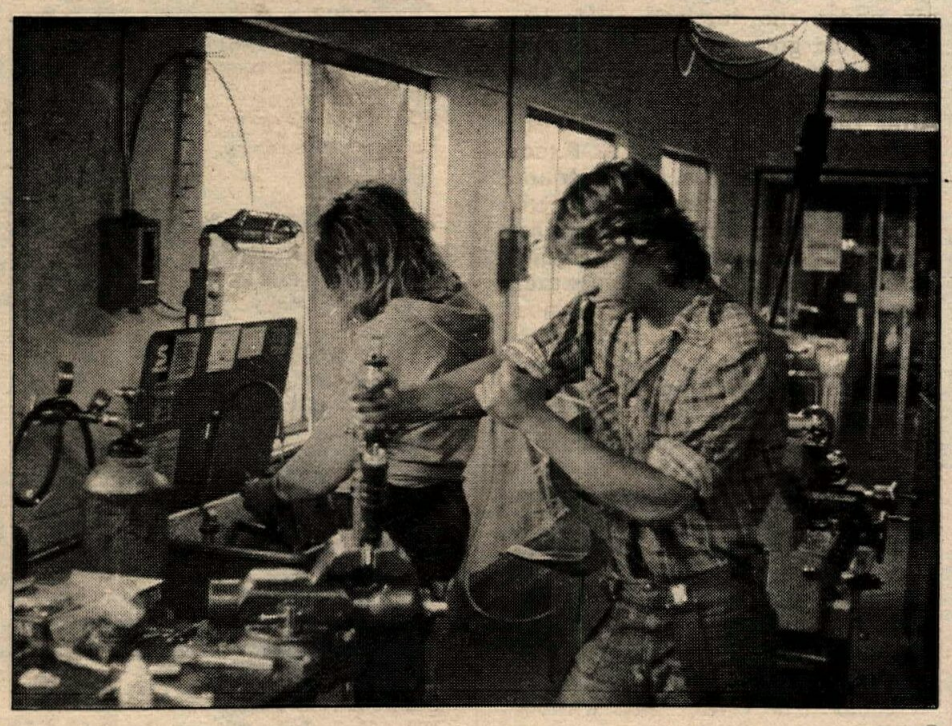


(Above) Fins and a 20° angled penumatic spring help keep the Hiiesalu shocks running cool. (Below) Alan Hiiesalu, the kid who built a dream.



(Above) The first Hiiesalu shocks are pretty stock compared to the new version. (Below) The other two members of Hiiesalu Mfg., Brian and Irene.



HIIESALU

By Brian George

When kids drop out of school at 14 years of age, they usually enter a world of problems, more problems and a few more problems. But for Alan Hiiesalu, it was the beginning of a new life, a life in the field of inventions.

In the back of their Burbank home, Alan and his father worked with lathes in a garage-size machine shop. Alan became a natural behind the machine, and he began to experiment with the different ideas floating around in his brain.

First, he began making fork and shock kits for Hondas, his bike for the desert. Soon, the idea of building shocks entered his head, and he immediately sat down and began working on a pair of his own. His dad still calls him "crazy, just like most all inventors."

A rather crude pair of heli-arced bodies came out of the lathes first, then the insides began to take form. His first pair was what Alan calls "junk." "But it game me a start, something to go from," he says.

When he finished his first pair, a man from Spain named Pinto wandered onto the scene. He looked at one of the prototypes, asked about taking a pair, took it, and the pair has never been seen since.

DG Performance Specialties was next to receive a pair which Hiiesalu gave them to test and give feedback.

"I wanted them to work with us," Alan said, but after personal appearances and numerous phone calls, his shocks were gone. He received no feedback on the suspension, and he learned one big lesson in the business world.

As his shock development progressed, so did his business. He soon formed Hiiesalu Manufacturing and moved into the machine shop used today to build the Hiiesalu suspension.

Money has always been a big problem, as is evident in the machine and equipment used to build shock components. A 1935 lathe, totally reworked by Hiiesalu himself, puts out all the necessary parts for production.

Personnel at Hiiesalu Mfg. is limited. A grand total of three workers make up the assault on the shock market, calling for excessive work and hours of dedication to the factory. Alan heads the operation and works with his brother Brian — with whom Alan is talking about splitting the business — and their PR person, shock helper and bookkeeper (along with Alan's mother) Irene Theofanis.

The shocks? They are presently one of the most reasonably priced air shocks on the market. And they are, in Hiiesalu's strong words, second to none in quality.

Only the highest quality aircraft aluminum goes into each part; no steel is used in the construction. Bearings are made from the same type of aluminum silicone bronze used in making Porsche valves. Shafts are constructed of 2024 aluminum, then hard chrome-plated 28 thousandths of an inch thick.

"They're not just chromed like the Japanese shocks," says Alan. "You can take a file to a Japanese shaft and literally file it in half, but you can file on our shaft for hours and not phase it."

One of the finest qualities of the Hiiesalu air shocks are the new hydraulic damping adjusters. The shock can be dialed in to your own specifications in only a couple hours, and all adjustments on the shock can be done while it is still mounted on the bike. Even oil and pressure changing can be completed on the bike.

New fins have been added to the shock bodies for cooling. The casting is black anodized. The body forms a dual-rate system, designed by Hiiesalu on his very first shock.

Tests with mounting the pneumatic spring which holds a cupped piston to the reservoir, or main body, were at parallel, then a 20° angle. Although the parallel version was easier to produce, the heat buildup from the flowing oil was tremendous. This created the switch to the angled pneumatic spring which became a standard on the system, giving a more gradual, cooler flow.

As the days go by and new shocks get built, Alan finds new and better ways to make his suspension work better.

"Each week," states Hiiesalu, "we find something new to improve our shocks."

"The best thing about my shocks is the 30-day money-back trial. If you absolutely can't adjust them, can't dial them in or they plain just don't work for you, you can get your money back," Hiiesalu added.

Future plans for the Hiiesalu Mfg. Co. look a little brighter than in the past. The number of employees, the time it takes to run the old machines and the effort needed to build a shock to Alan's quality specs are the main reasons there are plans for two new machines.

"With new machines" Alan says, "we could make enough shocks to supply the orders in less time than before, and possibly even lower the retail price a bit."

The machines he's shooting for are a $30,000 Traub Screw Machine, for construction of most all the Hiiesalu inner components, and a computerized Pratt & Whitney Turret Lathe, costing in the neighborhood of $100,000.

Hiiesalu Mfg. Co., 120 West Cypress Ave., Burbank, CA 91502, 213/845-7161. ●

THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

defending champion Barry Sheene, was seen practicing in a Formula One car under the tutelege of former motorcycle great and Formula One champ John Surtees.

After riding the AMA/Camel Pro Series National half mile at Ascot Park the night before, Dave Aldana and Ted Boody drove out to Perris Raceway to compete in the Dirt Diggers' Dinosaur TT Rough Scrambles. Aldana totally dominated the 500cc Expert class, taking all three moto wins. Boody took his first moto, but broke a gearbox the second time out.

The Dirt Diggers drew over 170 riders to their all four-stroke event, with bikes ranging from 1937 BSAs to 1978 TT Yamahas. In the Vintage Experts, a 1937 BSA army transportation cycle was entered, its pilot sporting an Army trenchcoat and an old World War I helmet bolted on his real helmet. Return to the rigid-frame? Complete coverage next week.

Stadium motocross entrepeneur Mike Goodwin, whose Stadium Motosports Corp. is trying for a Camel Pro Series Riverside road race sanction, tried his hand at road racing aboard a stock Z1-R at Riverside May 14, in an American Federation of Motorcyclists event. Goodwin had just passed Carter Alsop for 12th in the 40-rider Modified class when his rear wheel locked up in the Riverside dogleg and Goodwin got spit off at 125 mph. According to the report we got, when ambulance attendants asked Goodwin where he hurt he said only his ego. Goodwin has reportedly ordered a Suzuki GS1000 to be prepped by Yoshimura R&D to further his road racing career.

California Motorcycle Dealers Association's latest effort to introduce motorcycle driver education in California, SB 1624 Dills, passed the Senate Education Committee on Apr. 19 and the Senate Finance Committee on May 8. It'll be heard on the Senate floor before the end of the month, and help is needed in contacting all 40 State Senators urging them to support the bill. Letters and telegrams chould be addressed as follows: State Senator _____, State Capitol, Sacramento, CA 95814. All communications should carry the heading RE SB 1624 Dills, WE SUPPORT. Further info, contact Hy Weitzman at 714/883-8701, 714/885-8900 or 916/446-4025.

M&H Tires, better known for their involvement in the realm of drag racing, has entered into the sidecar road racing tire market. The firm has developed both dry and wet tires and will be offering full service to sidecar competitors at major European meetings this season.

This is a memory test. The 34th annual Turkey Run, a championship hare and hound event for AMA Districts 35-38, will be presented by the SoCal M.C. on Oct. 22 at Olancha, CA. Don't forget.

Have you attended one (or more) of the BLM Wilderness Area meetings, yet?

American Motorcyclist Association efforts last year to collect money to support the Motocross and Trophee des Nations teams yielded enough money to pay $1,000 of each rider's expenses. Although it didn't completely finance the American effort, it helped. *We* helped. For the 1978 effort, AMA Professional MX Manager Mike DiPrete is offering T-shirts to those who would like to make a $6 donation. Send yours to Motocross des Nations, P.O. Box 141, Westerville, OH 43081. Be sure to state your size (S,M,L or XL).

The AMA Grand National Championship/Camel Pro Series schedule for July is as follows: San Jose half mile, July 1; Castle Rock TT, July 8; Ascot TT, July 15; Sears Point road race, July 15-16; Sacramento mile, July 22; and DuQuoin mile, July 30.

The Bureau of Land Management had relocated the San Diego May 17 Wilderness Review meeting to the El Cortez Hotel, Century Room, 7th and Ash, San Diego. This is the 7-10 p.m. formal presentation meeting; the 1-10 p.m. workshop will be held the following day in the originally-scheduled meeting place, the San Diego Gas and Electric Auditorium, 101 Ash Street.

The United Enduro Association will donate $1 of each entry in their June 11 Tuff E' Nuff D-37 Enduro to the AMA ISDT Fund. The event will be held in the Sequoia National Forest near Lake Isabella. Phone 213/634-8793 for more information.

The UEA is also sponsoring a Las Vegas Charter bus trip on July 22-23. All profits will go toward sponsoring a club team at the ISDT. Seats will go for $25 per person. Call 714/531-5928 for details.

Lockhart Industries, Inc. has announced the appointment of John R. Cuneo, former Marketing Director of AMF/Harley-Davidson, as Vice President of Marketing.

Motorcycle racing of the speedway variety becomes a weekly event on the quarter-mile track at J.C. Agajanian's Ascot in Gardena, CA, Thursday night May 18 at 8 p.m. Mike Bast of Canyon Country, five-time U.S. Champion heads the group of riders from the fledgling National Speedway League, which has decided to race at Ascot to fill the Thursday night void left by the closing of Irwindale Raceway.

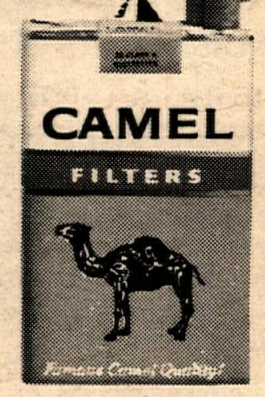
The advent of the speedway motorcycles comes at a time when the Camel Pro Series of the American Motorcyclist Association switches temporarily in an eastward direction and takes with it the Experts that have been competing regularly at Ascot on Friday night. Agajanian is considering the return of some form of AMA racing for Novices and Juniors in the summer in order to keep developing new stars for the Camel Pro Series trail. However, a Novice-Junior program would probably take place on Tuesday night to give the "world's busiest race track" six nights of racing in June, July, and August.

SHOEI HELMETS DENVER GOLD CUP, SAT. MAY 27, 6PM COLORADO NAT'L SPEEDWAY

THE BIG BIKES ARE COMING!
And along with the American Motorcycle Association's high speed two wheelers—the circuit's top and toughest riders. The record breakers. The big boys. See 'em eat up the track while they compete for cycling's heavy prize money. You'll want to catch all the action from the first flag on. So come on out—early!

TICKET INFORMATION:
Tickets available at any Colorado Yamaha Dealers. Bobby "J" Yamaha in Albuquerque. Mail Order: Denver Gold Cup, 1595 Carr Street, Lakewood, Denver, CO. 80215. Add 50¢ per order for handling and insurance.

Discover one of a kind. Camel Filters and Motorcycle Racing.



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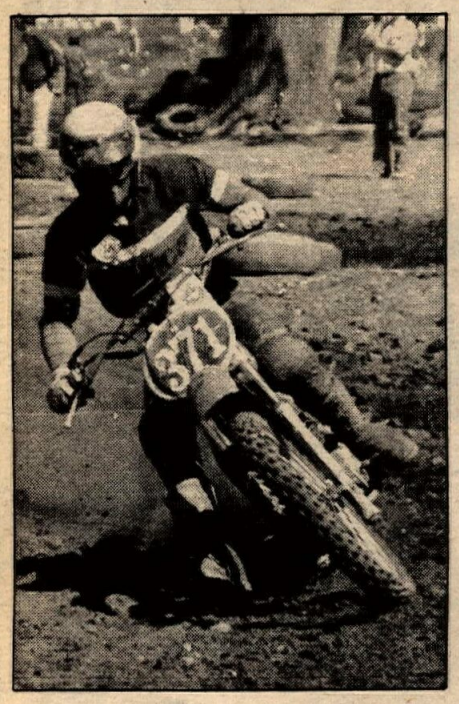
THE CAMEL PRO SERIES

18 mg. "tar", 1.2 mg. nicotine av. per cigarette, FTC Report AUG. '77

Warning: The Surgeon General Has Determined That Cigarette Smoking Is Dangerous to Your Health.

(Above left) Mike Preston signals to drop out in 125cc action. (Above right) Donnie Cantaloupi scored two seconds at Helvetia. (Below left) Darrell Shultz took the 250cc and Open Pros. (Below right) Open Pros mix it up at Helvetia.



Coors Trans-AME MX Series — Round six

Shultz, Blose take Helvetia

By Lee Taylor

SACRAMENTO, CA, MAY 14

Riders throughout California and neighboring western states gathered at Helvetia Park on the banks of the Sacramento River for the sixth round of American Motocross Enterprises' Coors Trans-AME Series. They encountered one of the fastest tracks in the Series, winding through a grove of trees. Spectators and racers alike saw Darrell Shultz, Maico-mounted out of Rancho Cordova Suzuki, with Bosch plugs on both bikes, rack up a staggering tally of back-to-back wins in both Open and 250cc Pro classes. Shultz is already number one in points for both classes. They watched Arizonan Chappy Blose, astride a Suzuki for HP Racing, add an overall win in the 125 Pros to his number one points standing.

Throughout all the Pro classes, Bosch plugs fired winners off the line and into the winner's circle.

When the Open Pros fired off the line for the first moto, a brand new Pro, Robert Congdon, led the pack. Earlier in the day, Congdon had won the Open Intermediate race and was so turned on he came back later to turn Pro and ride the Open class. He took on some heavy adversaries with Darrell Shultz behind him. Dueling for third were Scott Gillman, riding for Yamaha Motor Corp. and Mark White.

Shultz pushed on into the lead, while Congdon, in spite of the pressure around him, settled into fourth and held his position until going down on the back section of the track.

By the end of the moto Shultz held the lead, Gillman was maintaining second, White finished third and Sherman Schneller (Suz-Santa Maria Cycle) had moved into fourth.

The second time off the line Schneller took charge with Gillman on his tail and Shultz running third. Coming up on the outside Shultz moved on in and went on to take the lead. With White moving into third, Congdon had taken over fifth holding back Bill Hagen and John Sagday. Both Schneller and Gillman were closing ranks on Shultz as a tight duel for second between these two continued down to the wire. Shultz took the lion's share of the purse, Gillman was second, Schneller third, and White held down fourth.

When the gate dropped for the 250cc Pros' first moto, Mike Brown (Suz-R&D Eng.) put his years of experience as a Mini Expert to good use by leading the flock around the turn and into the first lap. Brown also managed to hold Darrell Shultz to second, northern California ace Donnie Cantaloupi (Yam-Moto-X Fox) to third and Gary Denton (Suz-Suz West) in fourth. Shultz started to close on Brown as Denton fought off Mike Wickersham (Mai-Phil's Motor). Shultz by now was right on top of Brown, breathing down his jersey in hot pursuit. Looking over his shoulder, Brown spotted in addition to Shultz, heavy traffic coming up two and three abreast. As a touch and go battle between Brown and Shultz wound down, Shultz made his move and took over the lead. Coming in fast behind Denton were Bobby Kline and Tracy Oswell.

By the end of the moto Shultz led the charge across the line, Brown was second, Cantaloupi third, Denton fourth and Kline pulled a fifth ahead of Wickersham.

Heading into a dusty first turn at the start of the second moto, Shultz took the lead with Denton in second, Cantaloupi third, followed by Kline in fourth.

Cantaloupi squeezed by Denton and a feud for second began that continued through the remainder of the moto. Denton was also involved in a duel with Kline and heavy dicing between these two carried on. With Kline losing control in a turn, Denton regained third and continued his chase after Cantaloupi. Kline found himself caught in a pocket between Denton and Tracy Oswell. With wheels clanging throughout the many turns, Kline and Oswell dueled, tossing fourth back and forth until the end where Kline once more took charge of the situation, and held onto his position.

When the winning checkered flag waved them home, Shultz wheeled his bike down victory row, taking home a total purse for the day of $600 for both the Open and 250cc Pro races, in addition to $180 in Bosch and Electro contingency monies. Cantaloupi took home second overall, third went to Denton, fourth to Kline and fifth to Randy Losh for a 7-7 ride.

Mike Brown returned to the line to lead the 125cc Pros in the first moto and set up a beautiful lead. He had Gary Denton in second as a mad duel for third went down between Bobby Jones and Chappy Blose. Wheels clashing, Blose took over and moved on into second with Cantaloupi in third. Denton and Jones carried on, jousting for fourth until Denton took over. Tim Locey (DG Suz) and Jim Holley with a Yamaha Support ride, carried on their own private battle for sixth with Locey winning out. Blose had his hands full with constant pressure from Cantaloupi. Brown was in trouble, losing complete use of his rear brake and having to settle back in third. With Brown out of the lead, Cantaloupi pushed on by Blose and held command to the end. Denton held fourth behind a handicapped Brown. Jones pulled Locey for fifth and Holley finished the moto in seventh.

The second time around, Yamaha Motor Corp. rider Gregg Toyama grabbed the holeshot with Denton closing in for second. Denton soon took command and found Blose right on his tail in second. Locey was absolutely wild! Passing two riders over a jump he moved into third and fought to hold off Jones and Cantaloupi. With Jones off the track with a thrown chain, Cantaloupi moved into third then went after Denton and claimed second. Holley was making tracks and had worked his way into fifth. Back in the action, Jones was making up for lost time and pushed his way back into seventh by the end of the moto.

Coming on home for the checkered flag, Blose led the way after overtaking Cantaloupi on a jump; taking home top money for the class. Cantaloupi took second overall, third went to Denton, fourth to Locey and fifth to Holley.

The checkered flag not only signaled the end of the final race for the day, it also triggered applacuse and appreciation for finish flagman Tom Knott and to D&C Promotions for staging a professional race in every sense of the word. ●

Results

125 PROS: 1. Chappy Blose (Suz); 2. Don Cantaloupi (Yam); 3. Gary Denton (Suz); 4. Tim Locey (Suz); 5. Jim Holley (Yam); 6. Bobby Jones(Suz); 7. Mike Brown (Suz); 8. Cliff Lett (Yam); 9. Mike Preston (Suz); 10. Jerome Heiberger (Yam).

250 PRO: 1. Darrell Shultz (Mai); 2. Don Cantaloupi (Yam); 3. Gary Denton (Suz); 4. Bob Kline (Hon); 5. Randy Losh (Mai); 6. Mike Wickersham (Mai); 7. Mark Fortin (Hon); 8. Bob Stern (Yam); 9. Tracy Oswell (Suz); 10. Jim Inglebright (Mai).

OPEN PROS: 1. Darrell Shultz (Mai); 2. Scott Gillman (Yam); 3. Sherman Schneller (Suz); 4. Mark White (Hus); 5. Bill Hagen (Yam); 6. Ted Rogers (Hus); 7. Robert Congdon (Mai); 8. Kent Higginbotham (Mai); 9. Denis Stapleton (Yam); 10. John Sagday (Yam).

Desert Hotline

Eddy sets the pace at D-37 Lace Chase

By Gary Laudig

LUCERNE VALLEY, CA, MAY 14
Max Eddy grabbed a handful of throttle and won the Desert Daisy's AMA D-37 Lace Chase hare scrambles.

The first bike heading down to the powerline pole crossing was Morgan Malocco. Giving him a run for it was Max Eddy. Hitting the jump on the straight was Dave Lapraik; heading up the canyon next was Bill Becker, #726, and Bruce Ogilvie wove their way up the narrow canyon.

First Amateur Lee Scheffers kept it dialed as the fast Gregg Thomas had his YZ250E screaming. Ronnie Bebo had a run for money as Dick Camp was drafting the big Mono clear across the one-bike trail of flatland terrain. Keith Smith was caught in the middle of this battle, the monoshock king Benny Padilla was right on his fender. Just as Benny gassed it to pass, he found himself flying into the first of many sandwashes. From this point on it was almost impossible to pass due to the fast wash, the fast sandy road and then the section that jumped from one wash to the next through some very new territory. Bill Tarling and Bruce Ogilvie had a showdown about five miles out; this battle continued throughout the entire race. Chuck Miller took advantage of his pal Brad Henson's bad start and was first 250cc Amateur fourth overall. John Prater Jr. was haulin as Al Baker-sponsored Jeff Blix was right on him.

Just past the road is where all sorts of problems developed. Morgan Malocco, whose bike had no problem pulling Max in the straights, blew his tranny. Max took the lead for good. The Tarling/Ogilvie duo started for the foothills, and Bruce decided the closest distance between two points is a straight line, cut the corner off and got ahead of Tarling. Hoyt Statham followed Scott Postma, Scott followed Art Knapp as the racers headed toward the lava covered mountain.

Heading out on the second loop, Eddy had a humongus lead. Ogilvie was next without Tarling to bother him as Bill lunched his tranny on Mayes Mountain just as he caught up to Bruce.

Eddy didn't let up the furious pace as he knew if Ogilvie was back there he would be flying. He also knew if Ed Zarp didn't have problems he would be after him like Jaws at a beach party. Flat tires were the plague of the day and Max thought about that too. Just before starting down the long downhill for the finish, the Yammie pilot glanced over his shoulder and didn't see any threatening dust coming, aimed the Mono over the side, over the rise and into the awaiting fans at the finish. Ogilvie came in, then the super fast Amateur Lee Scheffers.

Novice Beginner race

Bruce Felker had it wired as he hit the jump in the straight just before the tight canyon. Felker locked it up then disappeared around the turn just as Leonard Barone and Mike Easley did the same; Easley was the first C bike. The first 250cc was next, ridden by Ken Oviatt, Tim Nething was right on his case. "Late" Lew Ortali was next with Gary Millikan right on his knobby.

Gene Monpar and Doug Ahuero almost missed the markings and stayed in wash. Catching the markers, the racers exited the wash and started across country through some tricky terrain. Bruce Walters was the next beginner behing #735; Bob Fletcher was the first 250 white stripe. Cliff Ograin did the neatest laugh in crash: Coming off a jump he bottomed everything, came to a complete stop, then toppled over.

Rich Mays got by Pat Kratoval in the chop, then Rich Zajic. He took after Mike Easley, finally did it and took aim on Tim Nething who had his gloves full with the second overall Charlie Walters, a senior. Bill VanderByl and Mike Easley watched Mays go by but quickly got back to the race they had going.

Dick Evans entered the wash leading into the rockpile ahead of Brett Howell, Tom Jones and Pete Postel. Postel had more than he bargained for as he was the first beginner but not alone. Eddie Brett was right behind him and when Eddie looked over his shoulder in a tight section, there was Tim Sauressiq just waiting for some passing room.

Nearing Mayes Mountain, the racers had a feeling the foxy ladies had something up their pantyhose — besides legs. Basic reasoning tells you if ya gotta go up a mountain, sometime ya gotta go down.

Jim Crouch was the overall one loop champ, Ed Brett second. Tim Saueressiq first Open, Doug Ahuero second, Ken Larson third. Mark Smith was fourth overall, first C bike, first Beginner. Roy Norris and Steve Kankle were next. Art Guzman was the Trail winner, Kenny Guyett second, Jan Haller third. Will Eveland was the Trail Senior winner.

Rich Mays got by Charlie Walters and Tim Nething to cap the overall Novice win.

The course was marked great, the territory was almost all new, the tired look on the racers' faces proved they had been in a real desert race. These ladies are not afraid to go out and look; what they found was superb. Well done girls, even if you didn't have a nekkid lady.

Max Eddy won the Desert Daisys Lace Chase.

Moving through the rocks on the CRC Gullywhomper Enduro.

Adams, Hayes tie for CRC Gullywhomper Enduro win

By Larry Langley
Photo by Jerry G. Welton

LUCERNE VALLEY, CA, MAY 7
Warm weather, hordes of wildflowers, dust and the dreaded "Gullywhomper" greeted the 700 riders who entered California Racing Club's popular annual Gullywhomper Enduro.

Pits were located at Anderson Dry Lake and at 8:01 a.m., the first row of riders were raising the old nemesis, dust, on their way east towards Bessimer Mine Road. The first few miles provided a mild challenge to the younger set, women and less experienced riders (as a first loop should) as it wound through some tight trails and washes. Then the course emptied out into a large valley where the trail made a big loop for 10 miles or so back towards Soggy Dry Lake.

Riders who were getting a little bored paid attention quick as the course led up into a canyon in the rocks. A check was waiting not far into the canyon and was the "Gotcha" type if you didn't have an attentive eye on the clock and speedo. After the check was an extremely tight section that got most riders late until the course finally led out of the rocks across another valley where another check was waiting. The valley allowed most riders the opportunity to make up the time they had lost in the rocks, but quite a few were still late.

The course then ran next to Soggy Dry Lake and into the section that most riders hated: Deep silt. As soon as the first riders hit it, *zero* visibility. It was grope-your-way-through time. There were a lot of crashes but most were of the very low-speed, first-gear type. Members of the Pasadena M.C. were nearby working on the upcoming Greenhorn Enduro and came over and helped route riders through the worst.

An open section beyond got riders back on time if they got behind in the silt and then it was over the "Gullywhompers" to the finish. "Gullywhompers" are like whoopers but about 15 feet high. Up and down. At 24 mph the first loopers had their hadns full trying to make the finish on time. No one loopers zeroed the loop, which is a rarity in family enduros. Mark Halbert, a 200cc "C" under 16 rider, took first loop honors with a 1:39 score, easily beating out Jere Wall who won the 250cc "C" under 16 class with a 1:56. First Mini was Larry Stefan (Yam) with a 1:95 score in at fifth overall.

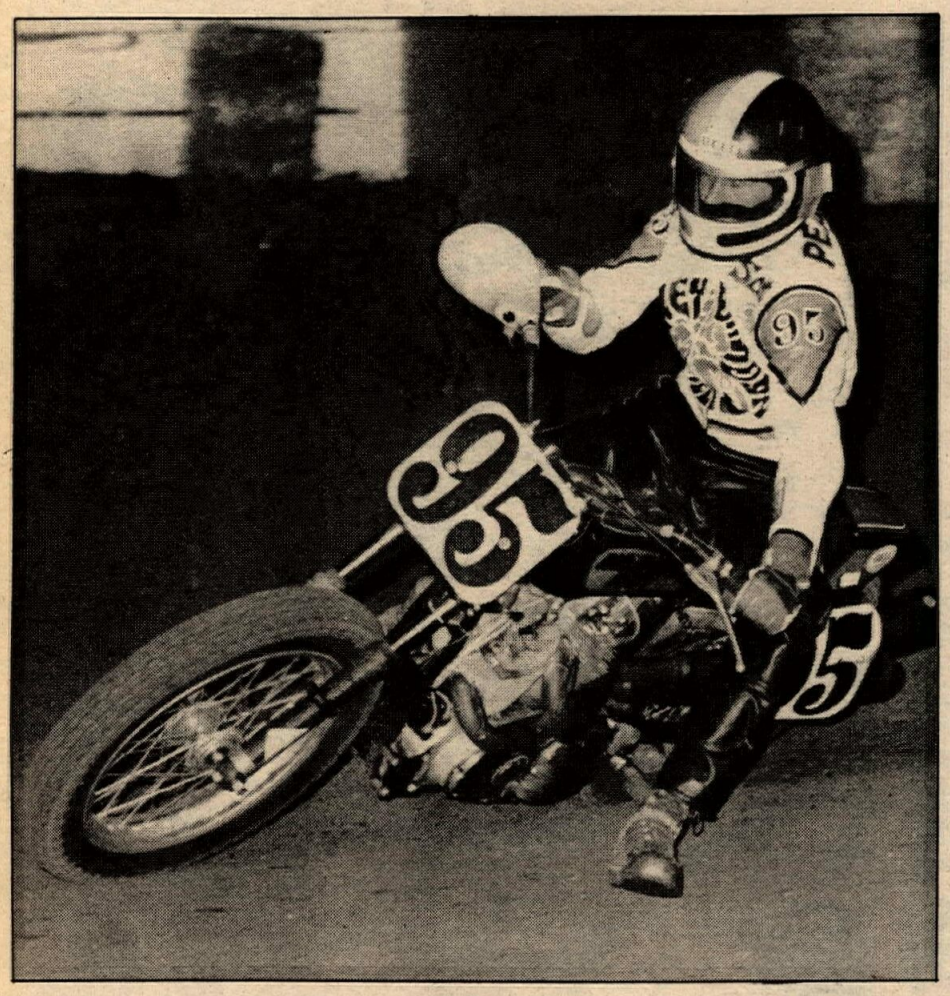
After a brief 17-minute break, the two loopers were headed out on the 35-mile second loop. A check at three miles and the riders knew they were in the "Special Test," a tight section at 24 mph that CRC throws in to separate out the scores. Sure enough, just 3.2 miles down the trail was the next check and only three riders zeroed the check. AMA D-37 number one 250cc Enduro rider Mike Adams (Hon) beat teammate Fred Hayes (Mai) by just one second to tie Fred with 13 seconds lost overall (after four tiebreakers!). They just barely eased by Keith Drochek, an Open B rider who is apparently mis-classed if his performance means anything. Keith dropped just 15 seconds. A number of D-37 riders were on hand to warm up for the Greenhorn and a bunch dropped just one point in the enduro: Harry Keast (Mai), B.J. Olson (Hus), Gordon Dickson (KTM), CRC number one Sam Orrick (Suz) and Larry "Enduro Squid" Langley (Hus). ●

Unofficial Results

ONE LOOPERS: 1. Mark Halbert, 200 C-16, 1:39; 2. Jere Wall, 250 C-16, 1:56; 3. Ron Amborn, 125 C-16, 1:75; 4. Melanie Mahan, 200 W/B, 1:81; 5. Larry Stefan, B Mini, 1:95; 6. Bob Rose, C Mini, 2:42; 7. Michele Keast, 200 W/A, 2:114.

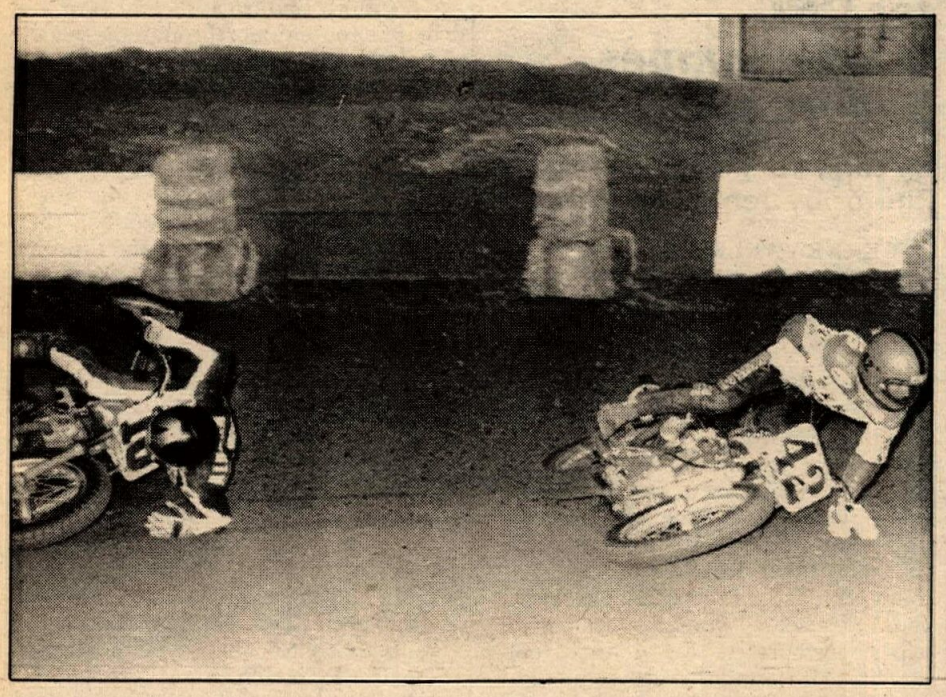
TWO LOOPERS: 1. Mike Adams, 250 A, 0:13; 2. Fred Hayes, Open A, 0:13; 3. Keith Drochek, Open B, 0:15.

Western hotline



Scott Pearson won the Expert main event at Ascot — a warm-up event for the following night's National half mile.

Dave Aldana and Steve Morehead (42) take a tumble at Ascot. Both made the National the following night.



Pearson, Rainey, Haney win Ascot National warm up

By Maureen Lee
Photos by Dan Mahony/ Wizard Racing Photography

GARDENA, CA, May 12

The Friday night warmup before the National brought almost every Expert in town out to try out Ascot. The first thing they got to try were the new starting lights. Sure tends to give more even starts that way.

Bates Series winner Alex Jorgensen didn't ride but David Aldana had one of the Ron Wood's Nortons and promptly time trialed himself into a spot in the Trophy Dash looking very much at home on the bike.

Skip Aksland was the fastest Expert in time trials on an excellent track at 22.48 seconds, but super Junior Wayne Rainey topped it with a 22.45; too bad only Experts go to the Dash.

Aldana got off the line first in the dash, with Aksland right with him, then Eddie Lawson, and Scott Pearson. Aksland took the lead and Lawson shot up to shuffle second around with Aldana in one of the livliest dashes we've had, until the young rookie got a firm grip on the spot and didn't lose it.

Oklahoma Novice David Jones showed the local talent you don't have to be a Californian to go fast at Ascot by really turning in a fine ride in the last heat with a second behind Rob Selvy. Newcomers to Ascot, especially Novices, usually don't go that fast.

Up front it was business as usual with Jeff Haney and his Kenny Roberts Racing Specialties Yamaha. Haney has the best equipment and knows what to do with it; the heat he won was the fastest.

In the Novice main, Derek Land held onto first for awhile but around lap three as they all came around, all the doors were left open and Jeff Haney neatly slid into first and pulled away.

Mike Delacy worked his way to second and all eyes were on David Jones, who was flying around the unfamiliar track like it was his own backyard. Jones moved to pass Jay Lewis for third as they came down the front straight; a move Jay didn't want him to make, so he blocked it, bringing himself prompt official attention from the referee. Not only was Jones given third place in the results, he was invited to the Invitational before the National on Saturday, a well deserved honor.

David's brother, Ron did so well in the Junior class that he got a Saturday invitiation too after getting a fourth in the semi and a fifth in the main.

Wayne Rainey (Shell Racing Spec. Yam) led off the main with Mike Inderbitzen on his rear wheel. The rest settled down to business except for Danny Perkins, who got off in the south turn with no damage done. Don Grigsby had it all hanging out on the last lap but just couldn't get second away from Inderbitzen.

Most of the National circuit riders were on hand for the Expert class. By some of the performances it's hard to tell if they were psyching themselves into or out of a better showing for the next day.

Tom Berry had it all together for part of the first heat, but ended up not making the main at all. Skip Aksland won that heat with Corky Keener right on his tail. Next heat was the fastest with David Aldana the leader, chased by Gary Scott, Don Goss and Ted Boody. Boody went into the south turn too deep and took himself and Danny Hogue right up to the haybales and Goss took second away from Scott, putting Gary in the semi. Last heat went to Texan Terry Poovey who lost it briefly to Pennsylvania's Bill Schaffer while Ascot's own Eddie Lawson headed for the semi behind Frank Gillespie after failing to get one of his good starts.

Steve Morehead and Gary Scott went at it in the semi; Gary having trouble with his Harley until it finally lunched a piston. Frank Gillespie won it with Morehead second, while Eddie Lawson who'd been side-by-side with Ted Boody at times, emerged first alternate.

Skip Aksland scratched and a delighted Lawson lined up for the main. Aldana and the Norton came booming out of the pack with Scott Pearson hard after him, then Don Goss and Corky Keener. David was trying different lines with the Norton, including one that Pearson was occupying at one point in the south turn! it was a near miss.

Aldana moved around just once too often and Pearson nailed the first spot and at six laps completed, the pack was brought to a halt when Frank Gillespie fell off.

With a single file start, they were off again, with Corky Keener really working on bettering his position, being in fourth behind Terry Poovey. Up front it was Pearson firmly in the lead while Aldana was all over the place with the Norton. "I was just going too fast," he said with a grin later, and too fast he was. Trying to pull it down coming out of turn three, he tangled with Steve Morehead and they both unloaded, the red flag coming out and stopping the race for good. Pearson won, followed by Goss, Poovey, Keener and Lawson.

Results

TROPHY DASH: 1. Skip Aksland (H-D); 2. Eddie Lawson (Yam); 3. David Aldana (Nor); 4. Scott Pearson (H-D).

NOVICE MAIN: 1. Jeff Haney (Yam); 2. Mike Delacy (Yam); 3. David Jones (Yam); 4. Robert Ryan (Yam); 5. Derek Land (Yam).

JR MAIN: 1. Wayne Rainey (Yam); 2. Mike Inderbitzen (Yam); 3. Don Grigsby (Yam); 4. Mike Minnig (Yam); 5. Ron Jones (H-D).

EX MAIN: 1. Scott Pearson (H-D); 2. Don Goss (H-D); 3. Terry Poovey (H-D); 4. Corky Keener (H-D); 5. Eddie Lawson (Yam); 6. Pee Wee Gleason (H-D); 7. Bill Schaffer (H-D); 8. David Aldana (Nor); 9. Steve Morehead (H-D); 10. Frank Gillespie (H-D).

Tebbs, Lunde, blitz AME Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, MAY 7

American Motocross Enterprises made another dynamic return to Racing World where droves of Sportsmen and Pros turned out to get in shape for the $5,000 Trans AME which will be held at Racing World May 21.

Open Pro Dennis Gilmore aced the holeshot in his first moto but after three laps painfully spilled his bike, letting Ron Tebbs and Don Glover by. Glover, in turn, laid it down on the back side of the track and Gilmore, after making short work of a few go-slow riders, streaked past Glover to finish second behind Tebbs. Tebbs, riding a Husky for Whittier Kawasaki, found a major problem in the last lap when he laid low coming into a tight corner and hit a rock which punched a hole in his case. By the time the race was through there was an oil slick covering his skid plate and foot pegs and though he still finished first the question was whether or not the bike could run efficiently, if at all, in the second moto. Glover, who usually races in the 250cc Pro class, was mounted on a Yamaha biggie provided by his sponsor, Yamaha of Cucamonga, because his own bike got smeared on a Friday night attempt to catch Rocket Rex Statton. Glover still finished third in spite of not being totally in tune with the unfamiliar machine.

The next time around the question was answered as to whether or not Tebbs' Husky could run the moto with a hole in his oil case. He not only made it through but won the race and, of course, the overall. It wasn't an easy victory though, because Gilmore was hot on his tail all the way. At one point Tebbs slid out and Gilmore was able to grab the lead. Tebbs was only down for a second and rising to the new challenge found himself in a neck and neck race for the number one spot. Gilmore fought off Tebbs' attack for three laps but Tebbs finally went high on a sweeper to race up "Mini Saddleback" and pass Gilmore in mid air. From there on in Tebbs staked a claim to the front and Gilmore, riding for DMG followed him in for second overall. Glover drove in third which is where he placed for the day.

Chuck Lunde was celebrating his birthday and decided to give himself a present by winning both motos of the 250cc Pro race.

Results

OPEN PRO: 1. Ron Tebbs (Hus); 2. Dennis Gilmore (Suz); 3. Don Glover (Yam).

OPEN BEG: 1. Fred Allen (Yam); 2. Brent Yahn (Yam); 3. Mark Sims (Yam).

250 PRO: 1. Chuck Lunde (Hon); 2. Greg Wilburn (Kaw); 3. Michael Boyd (Hon).

250 INT: 1. Mark Taylor (Kaw); 2. Mark Fitzgerald (Suz); 3. Stuart Douglas (Suz).

250 JR: 1. Paul Ivie (Yam); 2. George Jackman

AME Open Pro winner Ron Tebbs leads Don Glover (786) and Dennis Gilmore out of the first turn. Gilmore was second, Glover third.

(Mon); 3. Mark Bottorff (Yam).
250 BEG: 1. Keith Fernell (Mai); 2. Richard Anderson (Yam); 3. Ron Kain (Kaw).
125 PRO: 1. Rick Johnson (Suz).
125 INT: 1. Bryan Maloney (Hon); 2. Gary Adams (Hon); 3. Rylor Adams (Hon).
125 JR: 1. Jima Paul (Suz); 2. Kevin Krieghoff (Kaw); 3. Paul Arnold (Suz).
125 BEG: 1. Steve Adamson (Suz); 2. Perry Boyer (Yam); 3. Curt Elliot (Suz).
100 JR: 1. Richard Ising (Yam).
83 MOD INT: 1. Robbie Moore (Suz); 2. Peter Lepp (Yam).
83 MOD JR: 1. T. Swartz (Yam); 2. Ty Maddux (Suz); 3. Tim Slayton (Yam).
83 MOD BEG: 1. Karen Leitinger (Suz).
83 STOCK JR: 1. Scott Graham (Yam); 2. Ted Knikpe (Suz); 3. T. Swartz (Yam).
83 STOCK BEG: 1. Ian Fitz-Gibbon (Yam); 2. Todd Campbell (Yam); 3. Mel Northway (Hon).
JR CYCLE STOCK INT: 1. Carl Lignino (Ita); 2. Raymond Swearinga (Suz).
JR CYCLE JR: 1. Newton Acevedo (Suz); 2. Craig Canoy (Hon); 3. Marty Rickard (Suz).
JR CYCLE BEG: 1. Tim Galatioto (Hon); 2. Buddy Antung (Hon).
PEE WEE: 1. Kevin Sanford (Ita); 2. Scott Graser (Ita); 3. Bobby Olugos (Ind).

Peterson perfect at CMC Ascot MX opener

By Tom Corley

GARDENA, CA, MAY 3

Continental Moto-sports Club motocross racing resumed in winning style at Ascot Park this evening. With almost 200 riders in the program, it appears that this is going to be the strongest season ever. CMC head Stu Peters said that this is the 10th year of motocross at Ascot which makes it the longest-running night motocross in the country!

One rider who is getting back into the swing of things happens to be Todd Peterson. Todd resumed his winning style after kicking back for awhile and he ended up snuffing the entire 125cc Pro competition. There were 11 hot hands in this contest and Peterson mounted a Suzuki to go against them.

In the first moto, Peterson streaked out in front and was chased mostly by Danny Westergaard (Suz) and Tim Lunde (Suz).

The second moto was glory for Peterson again. He was unstoppable and played the hero's role. Fast Tim Lunde was on the gas, so he moved up one spot and managed second while FMF rider Cliff Lett (Yam) advanced to third.

The better part of the green money was paid to deserving winner Peterson, who will now be the man to run against in CMC night races. The other fast people finished in this order: Tim Lunde, Danny Westergaard, Cliff Lett, Ross Maeda, John Oswald, Glenn Page, Matt Devich, Bill Barlow, Terry Clanton and Rodney Davidson.

Results

MINI JR: 1. Scott Graham (Yam); 2. Blake Vitali (Yam); 3. Chris LaForm (Suz).
MINI INT: 1. Tim Shelton (Suz); 2. Sean Gilboy (Suz).
MINI EX: 1. Eddie Glover (R&D).
100 JR: 1. Darren Hadley (Suz); 2. Duane Headworth (Yam); 3. John Steele (Yam).
100 INT: 1. Glen Roden (Yam); 2. Robert Omectin (Yam); 3. Eric Nagao (Suz).
125 JR DIV 1: 1. Gary Muensterman (Suz); 2. Mike Osenbaugh (Yam); 3. Dan Arellano (Yam).
125 JR DIV 2: 1. Mark Wood (Suz); 2. Matt Xigeler (Hon); 3. Jon Rolstead (Suz).
125 INT DIV 1: 1. Gregg Waldrup (Suz); 2. John Hamamoto (Suz); 3. Rick Nelson (KTM).
125 INT DIV 2.: 1. Karl Wahlers (Suz); 2. John Layne (Suz); 3. Greg Gracer (Yam).
125 PRO: 1. Todd Peterson (Suz); 2. Tim Lunde (Suz); 3. D. Westergaard (Suz).
250 JR: 1. Greg Vitali (Yam); 2. Dan Jefferson (Suz); 3. Eric McWilliams (Suz).
250 INT: 1. Tom Parker (Mai); 2. Eddie Drake (Suz); 3. Tom Miller (Mai).
250 PRO: 1. Doug Nicol (Suz); 2. Lance Burgess (Yam); 3. Joe Plante (Mai).
500 JR DIV 1: 1. David Beard (Yam); 2. Ed Ott (Yam); 3. Greg Streeter (Yam).
500 JR DIV 2: 1. Greg Bimson (Hon); 2. Charlie Walters (Yam); 3. Dan Hanebrink (Mai).
500 INT: 1. Pancho Spain (DMG); 2. Ed Walters (Yam); 3. David Strandberg (Mai).
500 PRO: 1. Jeff Jennings (Suz); 2. Steve Fry (Yam); 3. Doug Renno (Yam).

Turner, Staten shine in Corona night MX

By Elaine Jones

CORONA, CA, APR. 28

The Corona Raceway Friday night motocross Pro ranks continue to fill with outstanding riders and some exciting racing.

The first moto of 125cc Pros had a comparative newcomer blast off to an early lead. Fred Conover, of C.H. Kawasaki, went out very fast with a very determined Rick Stout, riding for DG, in second. Back in third, Ron Turner (FMF) was planning his assault of the front runners and it wasn't long in coming. As they came around on the second lap, Turner was in full control with Conover and Stout in the two/three spots. Turner remained in total control for the rest of the race with Conover a solid second. Stout ran into a bit of a problem on the fourth lap when Intermediate Doug Kondus

(Continued to page 26)

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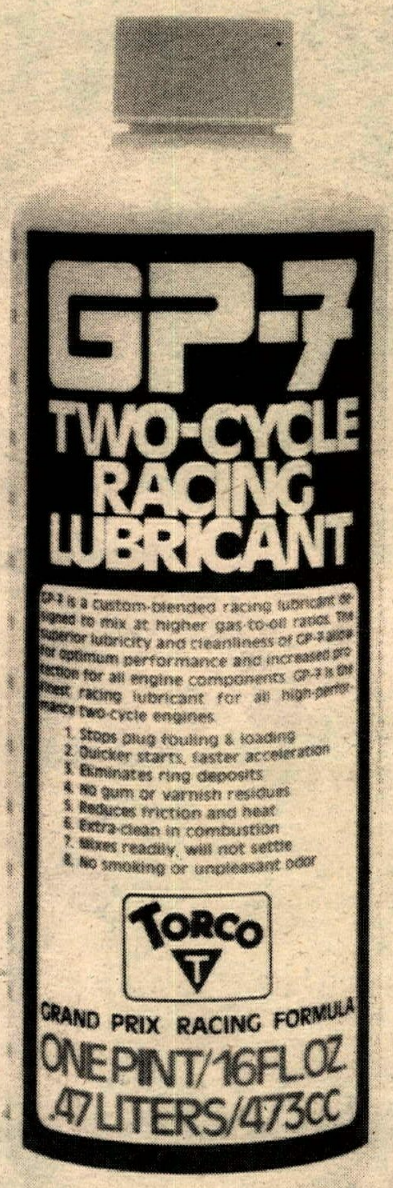

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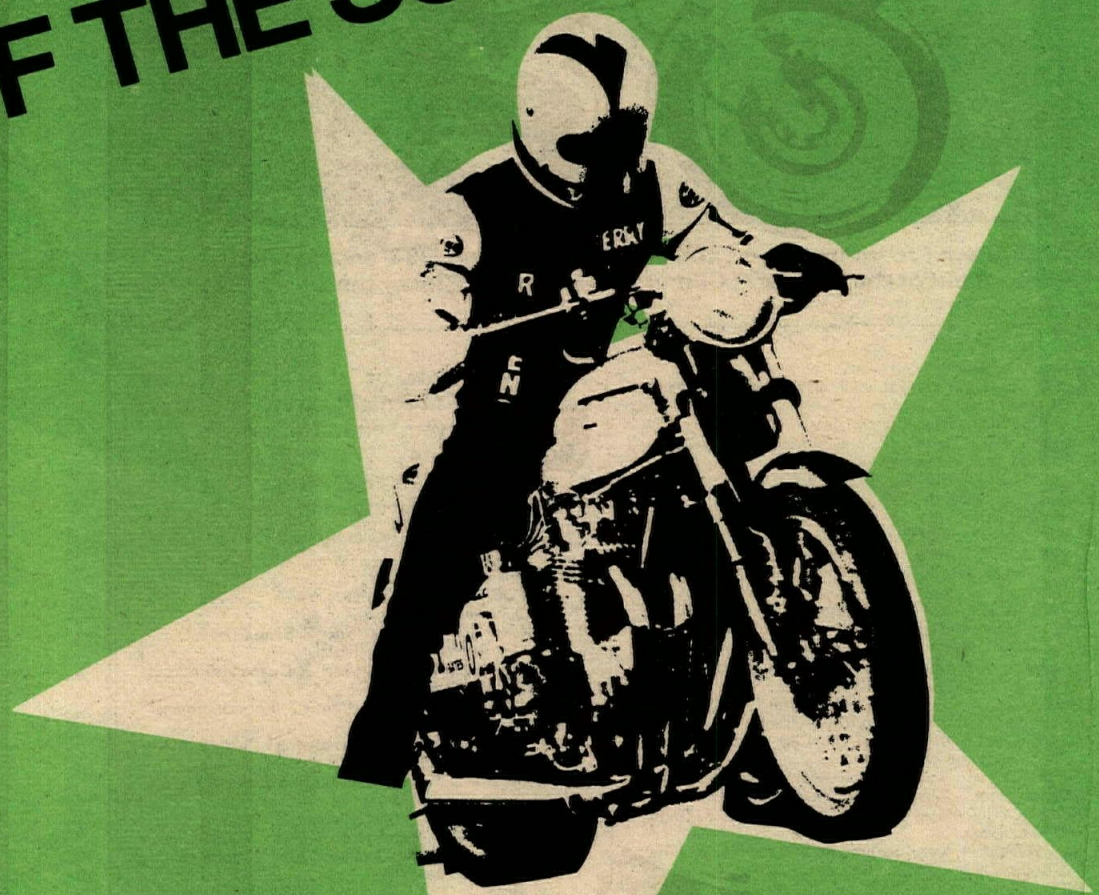

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1

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NMA 125cc Expert winner Todd Phillips pulls the holeshot ahead of Lenny Giger (7D) at the Las Vegas Speed Drome.

(Continued from page 23)

had the audacity to pass him. Stout put the upstart in his place by the checkered flag, but it took him two laps to do it.

It was Turner all the way in the second moto as he went out fast and left the scramblin' to Stout and Conover. Conover, in his eagerness to catch the front runners, ran himself into trouble as he had more than a nodding association with the Corona tierra firma. The first time down cost him third place as Vinnie DiPadova was there to make the most of Conover's mistake. Things settled down after that and at the finish it was Turner, Stout and DiPadova with Conover fourth. Conover did ace DiPadova out for the third overall finishing one point back of Stout.

Thirteen 250cc Pros came to the line to beat "Rocket" Rex Staten and his Bassett Racing Yamaha. As in weeks past it was not to be and Mr. Staten is still King of the Mountain, going wire to wire in both motos. The first moto saw Cross-Up's Marty Miller break in the second spot with Vickson Construction Company's Dennis Rose in third and FMF's Ron Turner, going back-to-back, in fourth. Lance Burgess, an impressive looking rider out of Hemet Cycle, pulled a super move on the first lap to move himself from fifth to third as they completed two laps. By the end of three Turner had also picked up a spot as Rose ran into trouble and the top runners were almost in place. Almost meant that Lance Burgess was not quite done and as the white flag came out, Burgess made his move on Miller and pulled out second.

The second moto had DG-sponsored John Greenway jump out behind Staten with Tony Schuler in the third spot. Burgess again pulled his come from behind number as he picked off Schuler and one lap later disposed of Greenway. Miller was also recovering from a bad start as he picked his way through traffic to settle into fourth with three laps to go. As the white flag came out he took his best shot at Greenway and it paid off as he was able to pick up third. The overall was Staten, Burgess, and Miller.

Results

UNATTCHED

MINI BEG: 1. Ray Hernandez (Yam); 2. Tony Tetone, Jr. (Suz); 3. Jeff Schaeffer (Suz).

MINI NOV: 1. Dave Odem (Suz); 2. Dave Frear (Suz); 3. Larry Lange (Suz).

MINI INT/EX: 1. Chip Vogel (HCS); 2. Scott Davis (XUP); 3. Bruce Bunch (HCS).

100cc BEG: 1. Rob Chaplin (Yam); 2. Steve Beck (Yam); 3. Bill Davis (Yam).

100cc NOV: 1. Troy Siemon (Yam); 2. Ernie Becker (Suz); 3. Mark Loberg.

125cc BEG. DIV. 1: 1. Bill Colton (Suz); 2. Dave Horn (Yam); 3. Matthew Ziegeler (Hon).

125cc BEG. DIV 2: 1. Dave Clark (Yam); 2. Mike Newman (Hon); 3. Mike Knueven (Suz).

125cc BEG. DIV 3: 1. Mike Pankratz (Kaw); 2. Gary Bradley (Yam); 3. Gary Cranford (Yam).

125cc NOV: 1. Randy Buckner (Yam); 2. Jeff Clark (Suz); 3. Jeff Travis (Suz).

125cc INT: 1. Doug Kondus (Yam); 2. Troy Lee (Suz); 3. John Layne (Suz).

125cc PRO: 1. Ron Turner (Yam); 2. Rick Stout (Yam); 3. Fred Conover (Kaw).

250cc BEG. DIV 1: 1. Kim Stein (Suz); 2. George Anderson (Yam); 3. Jerry Klopschinski (Yam).

250cc BEG. DIV. 2: 1. Rick Dranford (Yam); 2. Robbie Mella; 3. Bill Albridge (Hon).

250cc NOV: 1. Paul Schreffler (Hon); 2. Greg Harris (Yam); 3. Pryor Campbell (Suz).

250cc INT: 1. Troy Manning; 2. Brad Smith (Yam); 3. Louis Hernandez (Yam).

250cc PRO: 1. Rex Staten (Yam); 2. Lance Burgess (Yam); 3. Marty Miller (Suz).

OPEN BEG: 1. Mikey Rogoff (Yam); 2. Jack Dodd (CZ); 3. Jim Speight (Mai).

Hines, Phillips smoke NMA Las Vegas MX

By Carol Campbell

LAS VEGAS, NV, MAY 6-7

Most of us who have ever ridden a National Minicycle Association Series race, have found ourselves heading out to a quiet little place known as Las Vegas and for most of us, we have left that same quiet place saying to ourselves, "never again." Things were different this time because of a man by the name of Les Emerson and all the Las Vegas people who were willing to stand behind him 100%.

The race was held in a spot called the Las Vegas Speed Drome which is owned by the City of Las Vegas and is leased on a weekly basis only. Mr. Emerson literally started with nothing and with a lot of hard work, he and his crew built one of the toughest and most demanding motocross tracks ever seen. There was no home track advantage for the Las Vegas riders because, due to the time element, the track was built just two days prior to the Series race.

One of the highlights of the weekend was when Mayor Briare of Las Vegas was caught getting into the action as head flagman and, if the smile on the Mayor's face is any indication of how he felt about the sport of motocross, we are very likely to see him at future races.

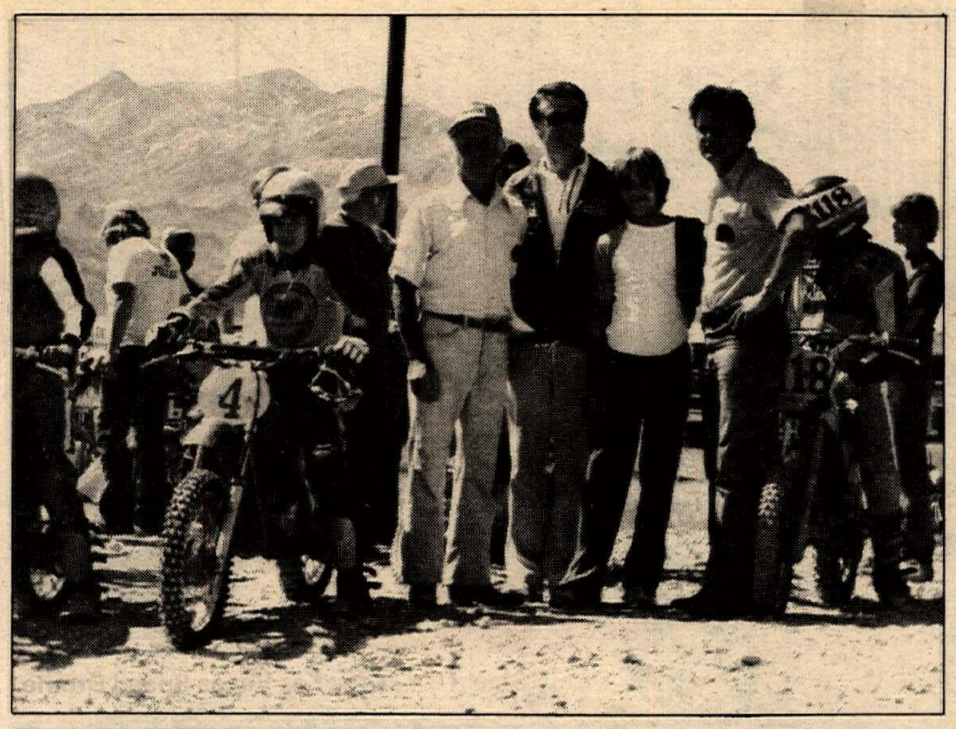
The 100cc Modified Expert class adapted to the rocky terrain with ease. The first moto found Tim Hines (Yam) with the holeshot, but right behind him was Drey Dircks (Yam), Robert Marks (Yam) and Adam Renteria (Yam). The battle was on between Hines and Dircks. Hines would pull Dircks on the straights, but Dircks would catch im the corners. Meanwhile, Marks and Renteria were having their own battle. Handlebar to handlebar they flew into every turn, but Renteria made his move on the inside and left Marks in a cloud of dust to go into the third place spot. Hines and Dircks were still going at it hot and heavy and by the fifth lap Dircks was right on the back tire of Hines and as they both went into a sweeping turn, Dircks cut under Hines causing Hines to go over the berm and giving Dircks the lead and the first moto win.

The second moto again found the new Yamaha support rider, Tim Hines out in front with Dircks running in the second place spot, Robert Marks and Adam Renteria were again sitting in the third and fourth place positions, but up front Hines — remembering the first moto — flew around the track, making it virtually impossible for Dircks to even get within striking distance. Hines finished with a 2-1 score to take first overall, Dircks settled for second with a 1-2 and Renteria finished with a 3-3 for third overall.

One of the most exciting races of the two day event was the 125cc Experts. It was exciting not only for the spectators, but for the overall winner as well. Reliable sources say that young Todd Phillips (Suz) was picked for a Team Suzuki support ride.

The first moto found Phillips, Lenny Giger (Kaw) and Paul Emerson (Suz) out in front of the pack. Giger tried every move in the book to get around Phillips but for eight grueling laps it was a stand off with Phillips taking the first moto win.

The second moto, it was Phillips again out in front, but Giger was breathing down his neck. Meanwhile, Emerson was busy trying to get around the third place rider. Up front Phillips and Giger were still going at it tooth and nail and, as Giger made his move on Phillips, disaster struck for Giger. Losing control, he went off the track, bumping him all the way way to fifth. Giger's misfortune now put Emerson within striking distance of Phillips and strike he did. Before Phillips knew what happened, Emerson was almost wheel to wheel with him through every jump and turn. The chase was on and with only a lap and a half to go, Emerson made his move on Phillips to take the second moto win by only half a bike length. Meanwhile, Giger had



Attending the NMA race were (left to right) Mark Merideth (4), Les Emerson, Las Vegas Mayor Briare, his son, and NMA's Ted Moorewood.

moved into the fourth place spot and as the checkered flag came out, Giger actually got his green machine airborne to finish third. Phillips took the overall win with a 1-2, Emerson finished second with a 3-1 score and Lenny Giger snagged the third place spot with a 2-3.

Results

XR 75 EXPERT: 1. Mark Meredith (Hon); 2. Mike Heers (Hon).

XR75 NOV & INT: 1. Barry Eckess (Hon); 2. Sean Gilboy (Hon); 3. Johner Kight (Hon).

POWDER PUFF: 1. Cidy Dumo (Suz); 2. Deena Blythe (Yam).

PEE WEE STOCK 6-8: 1. Ryan Clark; 2. Nicky Pounds; 3. King Richard.

JR. CYCLE STOCK INT. 9-11: 1. Paul Denis (Ita); 2. Rick Hemme (Ita); 3. Kurt Hendricksen (Ita).

JR. CYCLE MOD. NOV. 9-11: 1. Todd Bess; 2. Don Feeley (Ita); 3. Michael Knapp.

83cc STOCK 12-15 DIV 1: 1. Terry Dreyfuss (Suz); 2. Chris Gables; 3. Matt Bobington.

83cc STOCK 12-15 NOV. DIV. 2: 1. Paul Parrott (Yam); 2. John Dobbs (Suz); 3. Mike Bess (Suz).

12-15 STOCK INT 0-83cc: 1. Chris Easterling (Yam); 2. Darren Young (Yam); 3. Cindy Dumo (Suz).

12-15 STOCK EX 0-83cc: 1. Scott Burnworth (Suz); 2. Steve Schmitz (Suz); 3. Chris Heisser (Suz).

JR. CYCLE STOCK NOV 9-11: 1. Todd Bess (Suz); 2. Michael Knapp; 3. Brad Gentry (Suz).

JR CYCLE STOCK NOV 6-8: 1. Sean Frampton (Suz); 2. Scott Brazil; 3. Aaron Shupp.

9-11 STOCK INT 0-83cc: 1. Johner Kight (Yam); 2. Paul Denis (Yam); 3. Rick Hemme (Suz).

9-11 STOCK NOV 0-83cc: 1. Russ Winkle; 2. Sean Frampton (Suz); 3. Bruce O'Neal.

105 OPEN 12-15: 1. Scott Burnworth (Suz); 2. Mark Meredith (Suz); 3. Eric Kehoe (Yam).

JR CYCLE MOD INT 9-11: 1. Rick Hemme (Suz); 2. Timmy Tomaselli (Ita); 3. Kurt Hendrickson (Ita).

JR CYCLE MOD NOV 6-8: 1. Sean Frampton (Suz); 2. Kevin Clark; 3. Carlos Licon.

12-15 NOV MOD 0-83cc DIV 1: 1. John Dobbs (Suz); 2. Steve Allred (Yam); 3. Billy Evans (Suz).

12-15 NOV MOD 0-83cc DIV 2: 1. Chris Gable (Yam); 2. Jon Wright (Suz); 3. Matt Bobington (Yam).

105 OPEN 9-11: 1. Paul Denis (Yam); 2. Johner Kight (Yam); 3. Kurt Hendricksen (Suz).

12-15 INT MOD 0-83cc DIV 1: 1. Billy Hill (Yam); 2. Nino butterowe (Yam); 3. Sean Gilboy (Suz).

12-15 INT MOD 0-83cc DIV 2: 1. Chris Easterling (Yam); 2. John Hemme (Yam); 3. Darren Young (Yam).

12-15 EX MOD DIV 1: 1. Ted Brady (Suz); 2. Chris Heisser (Suz); 3. Scott Burnworth (Suz).

12-15 EX MOD DIV 2: 1. Mark Meredith (Suz); 2. Erik Kehoe (Yam); 3. Eddie Perry (Yam).

9-11 NOV MOD 0-83cc: 1. Russ Winkler; 2. Sean Frampton (Suz); 3. Rickie Dobbs (Yam).

9-11 INT MOD 0-83cc: 1. Johner Kight (Yam); 2. Rick Hemme (Suz); 3. Billy Dalton (Yam).

100cc STOCK NOV: 1. Tommy Basaker (Yam); 2. Chris Easterling (Yam); 3. Kenny Campbell (Yam).

100 STOCK EX: 1. Adam Renteria (Yam); 2. Robert Marks (Suz); 3. Chris Heisser (Suz).

100 STOCK INT: 1. Eric Baker (Suz); 2. Arthur DeLeon; 3. Tibbs McCullough (Yam).

125 STOCK NOV: 1. Chip Miller (Yam); 2. Dennis Ivasson; 3. Bob Liccketto.

125 STOCK INT DIV 1: 1. Stan Grimes (Yam); 2. Kenneth Hedden (Suz); 3. Kevin Gabler (Yam).

125 INT STOCK DIV 2: 1. Mike Murray (Yam); 2. Phillip Johnson (Suz); 3. Steve McLaughlin (Suz).

125 STOCK EX: 1. Troy Fitch (Suz); 2. Marv Chapman (Yam); 3. Kevin Steele (Kaw).

250 EX: 1. Lenny Giger (Kaw); 2. Paul Emerson (Hon); 3. Kenny Krumme (Yam).

250 NOV: 1. Bob Moore (Yam); 2. Bruce Peters (Hon); 3. Mark Jones (Yam).

250 INT: 1. Brian Peters (Suz); 2. Pete Yerkovich (Hon); 3. Scotty O'Neal (Yam).

100 NOV MOD: 1. Tommy Basaker (Yam); 2. Tom Pette (Yam); 3. Chris Easterling (Yam).

100 INT MOD: 1. Scott Burnworth (Suz); 2. Eric Baker (Suz); 3. Arthur DeLeon.

100cc EX MOD: 1. Tim Hines (Yam); 2. Drey Dircks (Yam); 3. Adam Renteria (Yam).

125 NOV MOD DIV 1: 1. Dennis Ivarsson; 2. bob Liciketto; 3. Robby Guevara.

125 NOV MOD DIV 2: 1. Chip Miller; 2. Dave Hunter (Suz); 3. Troy Simon (Yam).

125 INT MOD DIV 1: 1. Steve Alcott (Yam); 2. Rick Cecrle (Hon); 3. Kevin Gashler (Yam).

125 INT MOD DIV 2: 1. Stan Grimes (Yam); 2. Eddie Hedden (Suz); 3. Shawn Little (Suz).

125 EX MOD: 1. Todd Phillips (Suz); 2. Paul Emerson (Suz); 3. Lenny Giger (Kaw).

Staten, Williams grab CMC/IRC MX bucks

By Patti Firth-Trotter

ORANGE, CA, MAY 7

The combined efforts of Continental Moto-sports Club, Franks, and the folks from the IRC Tire Company resulted in a very large purse and a fantastic day or racing. The race had one new plan for the Pro riders: They were paid by moto; most found this to be totally in their favor.

David Williams (Mai), took the holeshot in the first Open Pro race. Val Tamietti (Track-N-Travel Mai) wedged into second ahead of Bassett Yamaha-riding Rex Staten.

Williams kept full on the gas, holding the Maico on to the max. Staten had gotten by Tami and was making his move on Williams. Lap seven is when the change came. Williams went back to second with Tamietti riding a strong third.

"Rocket" Rex Staten went wire to wire in the second moto, taking an early unbeatable lead. Rex and the Yamaha were gone, not to be threatened by any of the other 30 riders. Williams rode second ahead of Ocean Pacific Sunwear Suzuki-riding David Gerig. Tamietti and Alan Smith (Hus) followed. Smith got by Tami and Gerig by the fourth lap, and then on the sixth, Smith smoked around Williams for second. Tami took one place from Gerig, putting David to fifth.

By the 11th lap, Smith seemed to be having some more of his rotten luck and he dropped back to fifth with Williams, Tami and Gerig moving up. Staten put $250 in his pocket after that round of racing.

Steve Blackman did his holeshot number again on his Alba Honda-sponsored Maico in the first 250cc Pro moto. Steve had the lead for the first lap before David Gerig (OP Suz) grabbed it away from him. Clark Jones

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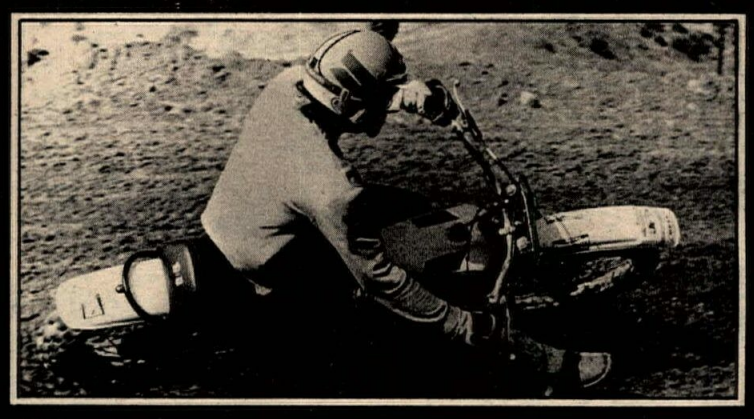

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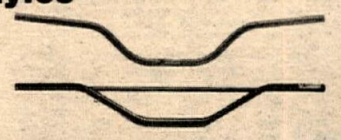

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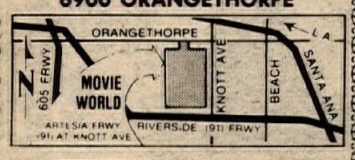

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Rex Staten (94) and Dave Miller (8Y) chase Clark Jones in CMC 250cc Pro action. Jones was third; Staten and Miller had troubles.

(Standard Brand Crank Hon) was third with Maico's David Williams ahead of Bassett's Rex Staten. Jones moved to second on the fourth lap with Williams right on his knobby. With Williams chasing CJ, Staten and Dave Miller (Bassett Yam) got a good dice going with Miller almost getting by the Rocket on several occasions. Williams got second away from Jones by lap six. Gerig seemed to have a comfortable lead but with Williams now pushing him hard he had to put a bit more into his racing.

With less than 200 yards to go for the win, Gerig took and turned just a bit too wide and Williams wicked his way through and took the moto win with Gerig almost on his seat with him. Clark Jones finished third with Staten and Miller ahead of Tim Lunde (Mai) and Blose.

Blackman made it two for the day in moto starts as he led 35 riders around Webco Hill for the start of the second moto. Cross-Up Suzuki rider Tim Tolar and Tim Lunde were stuck on the leader like glue.

At the top of the start hill, a very disappointed David Gerig sat and wondered who had pushed him into the fence and the ground. Rex Staten was at the bottom of Webco, wondering why the ignition had to pick this particular time to go out. The black box was completely gone.

Lunde went to the lead position with Blackman staying ahead of Tolar. Dave Miller made it by both Tolar and Blackman by the seventh lap. Lunde was threatened for a time by the rapidly advancing Miller. Miller joined teammate Staten with more bad luck: The Yamaha tossed its chain and Miller ended the race in seventh. Tolar took over second with Willliams, Blackman, Robert Reisinger (Kaw) and Clark Jones finishing before Miller. David Williams got the lion's share of the purse at $165; Lunde scored $145.

The 125cc Pro group was not as large as is usual for a CMC meeting, but when the gate dropped 20 dialed and ready for action riders made for the first turn. John Oswald (Suz) was the leader with Yamaha rider Gregg Toyama and Dean Jocic (Suz) stayed for a time ahead of Terry Shekell (Suz) Rick Maki (Suz) and Tim Lunde. Lunde got to third by the next time around and for a moment had the lead, but over the dropaway his bike seized and Tim was out. Shekell took over as leader only to suffer the same fate. Oswald and Maki scooped things out and went for the gold. Oswald held the lead until lap 10, when Maki flew around the Suzuki of Oswald. Ron Turner (FMF) came from nowhere to put an incredible pressure on new Pro rider Maki, but Maki held on.

Gregg Toyama took his first holeshot in a long time and led the pack around Webco. John Oswald was second with Maki and Matt Nelson (Suz) next. Well back in the parade was Tim Lunde and his rapidly repaired machine. Maki dispatched Oswald on lap five with Tony Gomez (Roo) getting by him the next time around. On the seventh lap Lunde was in third. Lap eight he was the leader with Toyama and Maki wondering how it had happened.

On lap 10, Maki had the lead back and Toyama was in second again; Lunde was having piston problems again. Lap 11 Maki was still the leader with Lunde back to second and Toyama third. On the long far back section of the track Lunde did it to Maki again and took command of the lead, this time he was able to keep it and cross under the checkers first. Maki was second with Toyama, Gomez, Paul Thede, and Turner next. Maki got the most money — $190 — with Lunde getting $125. Rick was so excited with his first Pro win, he told us that this week he won't have to use his Dad's credit card to fix his bike.

Results

100 JUNIOR: 1. Lloyd Thomas (Yam); 2. Darren Hadley (Suz); 3. Chrlie Walker (Yam).
100 INT: 1. Robert Omectin (Yam); 2. B.J. Lehn (Suz).
500 PRO: 1. Rex Staten (Yam); 2. David Williams (Mai); 3. Val Tamietti (Mai).
500 INT: 1. Alan Olson (Mai); 2. Scott Walker (Suz); 3. Rory Holladay (Yam).
500 JR: 1. Tom Thoams (Yam); 2. Brad Thompson (Mai); 3. John Le Fevre (Yam).
250 PRO: 1. Dave Williams (Mai); 2. Tim Lunde (Mai); 3. Clark Jones (Hon).
250 INT #1: 1. Bryan Holdern (Yam); 2. Dan Green (Hon); 3. Scott Johnson (Hon).
250 INT #2: 1. Darryl Lumbattis (Mai); 2. David Fisher (ESC); 3. Tim Murphy (Hon).
250 JR #1: 1. Alan Painter (Hon); 2. Gary Ball (Yam); 3. Howard Wright (Yam).
250 JR #2: 1. Roger Oien (Mai); 2. Cliff Gerhard (Yam); 3. Don Warren (Amx).
125 PRO: 1. Rick Maki (Suz); 2. Tony Gomez (Roo); 3. Ron Turner (Yam).
125 INT #1: 1. Hayward Flint (Suz); 2. Mark Page (Suz); 3. Andy Northrup (SOP).
125 INT #2: 1. Keith Finch (Suz); 2. Rich Obrien (Yam); 3. Danny Shaw (Yam).
125 JR #1: 1. Don Sievertson (Suz); 2. Vince Pobland (Suz); 3. Tim Theodore (Yam).
125 JR #2: 1. Fred Nichols (Suz); 2. Phillip Fonteno (Suz); 3. Boyd Breise (Suz).

SRA GP features bike-eating mudhole

By Sue Senn
Photos by Chris Ayou

CARLSBAD, CA, APR. 30

During the Senior race, it was the "old mudhole" with its unsatiable appetite for bikes and riders that delighted the spectators at the Sportsman Racing Association grand prix. Many tried for top billing, but it was Mark Flemming who stole the show. Friendly fans would dig him out only to have him return on the next lap for a repeat performance.

For some, like first overall Charlie Conway and Up Tite Husky's George Erl, second, the muddy monster seemed tameable. But for others, like William Pittaison who at one time was running first, and Ken Thorall, who was running first 125cc, the sticky goo replaced victory with a thick brown coat of defeat.

The Open race featured another Up Tite Husky rider. It was Mark Asbury, who held a tremendous lead over the pack led by Bryan Bennett.

The mudhole at the Carlsbad SRA GP was a favorite spectator spot. Wonder why?

Larry Katul and Jeff Bott were right on Bennett's tail, but it was Paul Belisle, a former speedway racer, who won the approval of the crowd. Unfortunately, Belisle thought he was first Novice and he used a lot of energy waving and doing little crowd pleasers while Roland Dean was running away with the number one brass.

Asbury went on for an easy win, plus he had the fastest time of the day. He later commented that although he missed his strongest competitor, Craig Adams, he still enjoyed this race.

The 250cc class proved once more that motorcycling is a great spectator sport. Skip Wade, riding for Sunshine Yamaha, grabbed the lead with Lance Tubbs and Don Vesco's Lynn Brown right behind him. As Wade lost his line through the mud, Tubbs took the lead. Then the trio put on a grueling side-by-side battle for the next seven laps. As they diced for the lead, Tubbs and his Yamaha began to tire. The Yam had five broken spokes, a bent rim and a hub that was barely staying together.

At this point, Wade came upon a downed rider and caught a handlebar in the ribs. John Taylor moved into third then gave it to Tom Bell in the mudhole. Brown, who usually rides desert, kept his cool throughout the mess and moved on to claim the checkered.

As the Senn brothers from East-West M.C. grabbed the Mini class lead, Novice Kelley Moore made his move. He passed 11-year-old Amateur, Keith, then gassed it after SRA's youngest Expert, 12-year-old Kevin. (The 14-year-old Moore, who is nicknamed 'The Rat', does all his own maintenance and also bought his own machine.)

As Novice Howard Henderson was working his way past Jason Prater, Dean Albin and Jimmy Lucero, Keith Senn slid out on a curve and Henderson moved into third. In the meantime, the Shoemaker-International M-C-sponsored Expert Senn had been busy lapping all riders except 'The Rat' who took second.

At the end of the 81-200cc race, it was Jim Odle out front with Jerry Trimble and Mike Monaghan holding a comfortable second and third. Mark McFarland and Ron Laffranchi kept up their exhausting duel right down to the end but they all finished in that order.

Results

SENIOR: 1. Charlie Conway, Ex-Open; 2. George Erl, Ex. (Hus); 3. John Petterson, 250 Am.

OPEN RACE: 1. Mark Asbury, Ex. (Hus); 2. Bryan Bennett, Ex. (KTM); 3. Larry Katuls, Am.

250 RACE: 1. Lynn Brown, Ex. (Hus); 2. Lance Tubbs, Ex. (Yam); 3. Tom Bell, Ex.

MINIS: 1. Kevin Senn, Ex. (Yam); 2. Kelley Moore, Nov. (Yam); 3. Howard Henderson, Nov. (Yam).

200 RACE: 1. Jim Odle, Ex.; 2. Jerry Trimble, Ex.; 3. Mike Monaghan, Ex.

200 AMATEURS: 1. Mark McFarland; 2. Steve Miranda; 3. Jeff Coan, Am. (Yam).

Another rider tripped up by the SRA mudhole.

200 NOVICE: 1. Mike McGinness; 2. Neil Bowles; 3. Dawn Paiment (girl).

200 BEG: 1. Rich Rosevear; 2. Bill Holmes; 3. Joe Gregory, E/W (Yam).

Cerritos High leads SAM MX

By Tom Corley

ORANGE, CA, APR. 29

The rainy skies decided not to rain cats and dogs for a change and this permitted the Scholastic Association of Motocross to commence High School motocross. At this time the program is still building up and more racers and school teams are coming together to battle competitively. There were five different races that fired off this afternoon and out of these contests, Cerritos High School cleaned up with the majority of the victories to their name.

Some of these riders are quite devout and have been associated with the SAM for all of their years in high school. One of these has got to be Dee Tryon, one of the specially outfitted riders from Cerritos. Tryon downed a small but fast 125cc Expert crew which blasted off of the starting gate at the same time as the 100 and 250cc Expert people. In the first moto of action it was clear that the race was in the control of Tryon as his Suzuki edged ahead for the first place win. He made it clear that he deserved the victory by whipping on them again in the second moto as well for the overall win of the 125 Expert class. Ladell Eide (Suz) represented Gahr High and took two seconds for second, while Cerritos'

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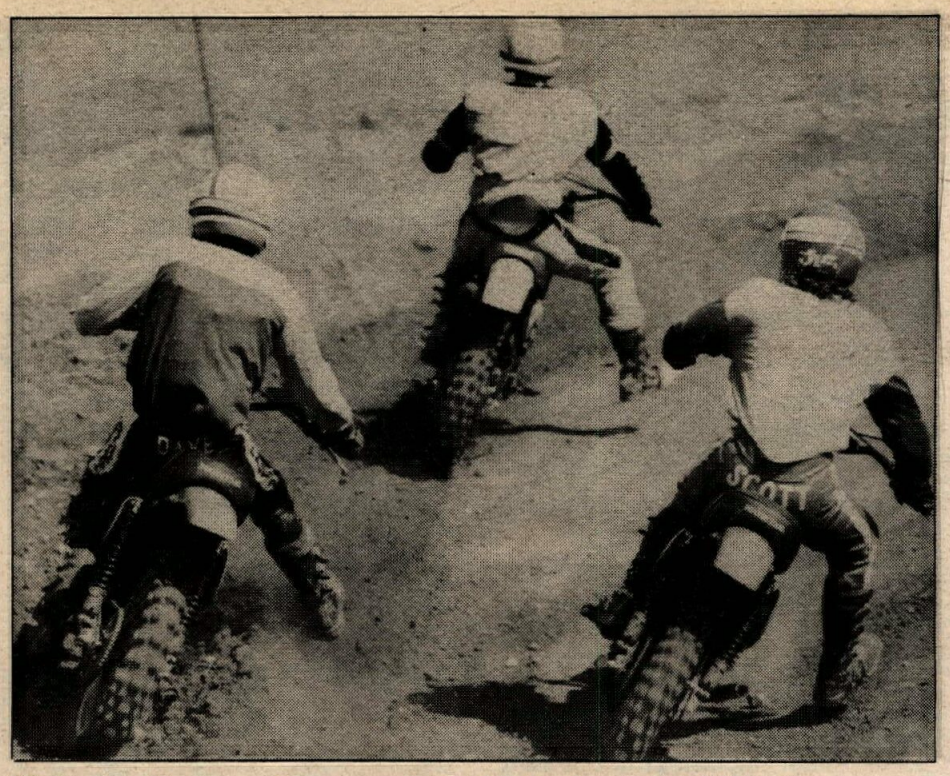


High school 'crossers blast out of a Saddleback turn in SAM racing.

Dennis Shotwell (Suz) landed third place.

Cerritos claimed a few other major wins today and one of these was made possible by the fine performance of Mike Magrann (Kaw) who won the 250cc Expert race. Teammate Mike Kurashige aced out the 125cc Junior Division One crew while Scott Johnson captured the second division and Mike Humbard swept the 100cc Junior competition.

Results

MINI JR 2-STROKE: 1. Bill Reimer (Suz); 2. David Spinazzola (Yam); 3. T.D. Swets (Suz).
MINI JR 4-STROKE: 1. Vernon Stone (Hon); 2. Rick Rothmann (Hon).
MINI INT: 1. Mike English (Yam).
MINI EX: 1. Louie Soto (Hon); 2. Jeff Shuey (Hon).
100 JR: 1. Mike Humbard (Suz); 2. Darren Young (Suz); 3. Pete Dickey (Yam).
100 EX: 1. Russ Montano (Suz); 2. Ryan Eide (Hon); 3. Pat Kehoe (Hon).
125 JR DIV 1: 1. Mike Kurashige (Suz); 2. Glen Copeland (Suz); 3. Earl Sinibaldi (Suz).
125 JR DIV 2: 1. Scott Johnson (Yam); 2. Tom Brown (Suz); 3. Martin Alkonis (Suz).
125 INT: 1. Rob Miller (Suz); 2. David Vandiver (Suz); 3. Mike Osenbaugh (Yam).
125 EX: 1. Dee Tryon (Suz); 2. Ladell Eide (Suz); 3. Dennis Shotwell (Suz).
250 JR: 1. Dave Roberts (H-D); 2. Rob Neil (Suz); 3. John Hampton (Yam).
250 INT: 1. Mark Bennis (H-D); 2. Pete Bender (Mai); 3. Dan Rodrigues (Suz).
250 EX: 1. Mike Magrann (Kaw).

Cavness cleans up at SSM MX

By Terry Whytal

ORANGE, CA, APR. 29

Scott Cavness rode his new Orange County Suzuki-sponsored RM 400 to back-to-back moto wins at this week's Saturday Saddleback MX

At the start of the first Open Pro race, Maico-mounted Bill Rubly grabbed the lead closely followed by Cavness and Randy Rodriquez (Mai). Cavness took the lead on the second lap and started pulling away. Rubly and Rodriquez had quite a race going for second until Rubly dropped out halfway through the moto. Husky rider Brian Craze and Jeff Witherell on a Maico both moved up to challenge for second. With just laps to go Craze passed Rodriquez and the finishing order was set.

When the gate dropped for the second moto Cavness pulled the holeshot and never looked back. Craze held down the runner-up position for the entire race but not without a lot of pressure from Rodriquez. At the checkers, the finishing order was Cavness first, Craze second and Rodriquez third.

When the 250cc Pros came down the starting hill it was Scott Clifton riding a Penton with the lead. Close behind were Bob Blose on a Honda and Maico rider Tim Lunde. On the sixth lap Lunde tried to pass Clifton but fell. Lunde remounted in 10th and put in a wild charge up through the pack to finish second. Clifton held on to first place and Blose came in thrid.

At the start of the next moto, Clifton again grabbed the lead but this time Tim Tolar (Suz) was putting the pressure on from second spot. Lunde sat in the third position for seven laps before putting a move on Tolar for second. One lap later Lunde took the lead from Clifton and rode to the checkers. Tolar dropped out and Blose moved up to challenge Clifton. On the very last lap Blose passed Clifton for second place. The overall finishing order was Lunde first with a 2-1 score, Clifton second, scoring 1-3 and Blose (3-2) took home third-place money.

Chappy Blose (Suz) jumped to the front as the 125cc Pros began their first moto. The next two spots were filled by Rick Asch (Cbs) and Andy Kirker (Yam). Blose continued to widen his lead out front but Kirker got by Asch on the eighth lap to finish second at the checkers. Finishing order was Blose, Kirker and Asch.

The second moto looked to be a replay of the first as Blose grabbed the lead right from the start. But on lap seven he dropped out and Asch took over. Kirker was again in second and seemed to be unable to close on Asch. Yamaha rider Tony Gomez had gotten a bad start but was now charging up through the pack at a tremendous pace. By lap 12, Gomez passed Kirker and went after Asch. For many trips around the track Gomez pressured Asch and finally with only two laps to go Gomez slipped into the lead and took the checkered flag. The overall win went to Asch with second going to Kirker and Gomez taking home the third place money.

Results

500 PRO: 1. Scott Cavness (Suz); 2. Brian Craze (Hus); 3. Randy Rodriquez (Mai).
250 PRO: 1. Tim Lunde (Mai); 2. Scott Clifton (Pen); 3. Bob Blose (Hon).
125 PRO: 1. Rick Asch (Cbs); 2. Andy Kirker (Yam) 3. Tony Gomez (Yam).
500 INT: 1. Russel Rigby &Yam); 2. Craig Robertson (Suz); 3. Alan Olson (Mai).

Chris Harrold topped the 250cc Intermediates at Speedway 117.

250 INT: 1. Jim Williams (Yam); 2. Scott Johnson (Hon); 3. Randy Skinner (Mon).
125 INT: 1. Craig Qualls (Suz); 2. Mike Rinaldi (Suz); 3. Terry Benson (Yam).
500 JRS: 1. Brad Tompson (Mai); 2. Dan Sellossberg (Yam); 3. James Jimenez (Hus).
250 JRS: 1. Arnold Noriega (Suz); 2. Robert McBroom (Suz); 3. Dan Lopez (Suz).
250 BEG: 1. Bob Baldwin (Suz); 2. Mike Leone (Yam); 3. Paul Martinet (Hon).
125 BEG: 1. Scott Gordon (Suz); 2. Steve Duarte (Yam); 3. Bill Rose (Suz).

Hardick returns to the top at Speedway 117 MX

By Rod Eschenburg
Photo by Photo Cross

CHULA VISTA, CA, MAY 3
New Pro Clint Hardick again became the dominant rider in Speedway 117's weekly Wednesday night Continental Moto-sport Club MX Spring Series as he rebounded from a rather shaky debut last week to score a strong victory in the 250cc and a second in the 125s; both in large fields of top veteran Pros.

The race of the night had to be the 125cc Pros with Terry Shekell using his experience in the second moto to take a close tie-breaker win over Hardick after Hardick had taken an early lead. Shekell looks to be returning to last year's form which carried him to the 1977 CMC Summer Series 125 Championship.

The 250cc Pro class looked like the Intermediate class of two weeks ago as Hardick completely blasted the large field of veterans in both motos with wire to wire wins over Steve Bartley and Steve Blackman. Last week's 125cc winner Mike Tripes switched to the 500s this week and took two easy wins over David Gerig and Steve Walker.

The Intermediate classes featured repeat victories by Matt Carter in the 500cc class, Chris Harrold in the 250cc class, and Keith Finch in the 125cc class. These three riders appear to be the top prospects for the new Pros of the summer season.

Another Intermediate rider of note is newcomer Lee Ramage (FMF) riding for Torrey Pines High. Ramage, who is primarily a daytime rider at Carlsbad, Saddleback, etc., came up with a close second to Carter in the 500cc Intermediates and a fourth in the big 250cc Intermediate class behind night MX veterans Chris Harrold, Mark Day and Scott Porter.

The Mini Intermediate class was taken by Danny Jones nd coincidentally, the 100cc Junior class went to Scott Hamilton. So what you say? Well, Danny's father was the car owner for Scott's father Don Hamilton when Don was the 1972 CRA Sprint car driver champ!

Results

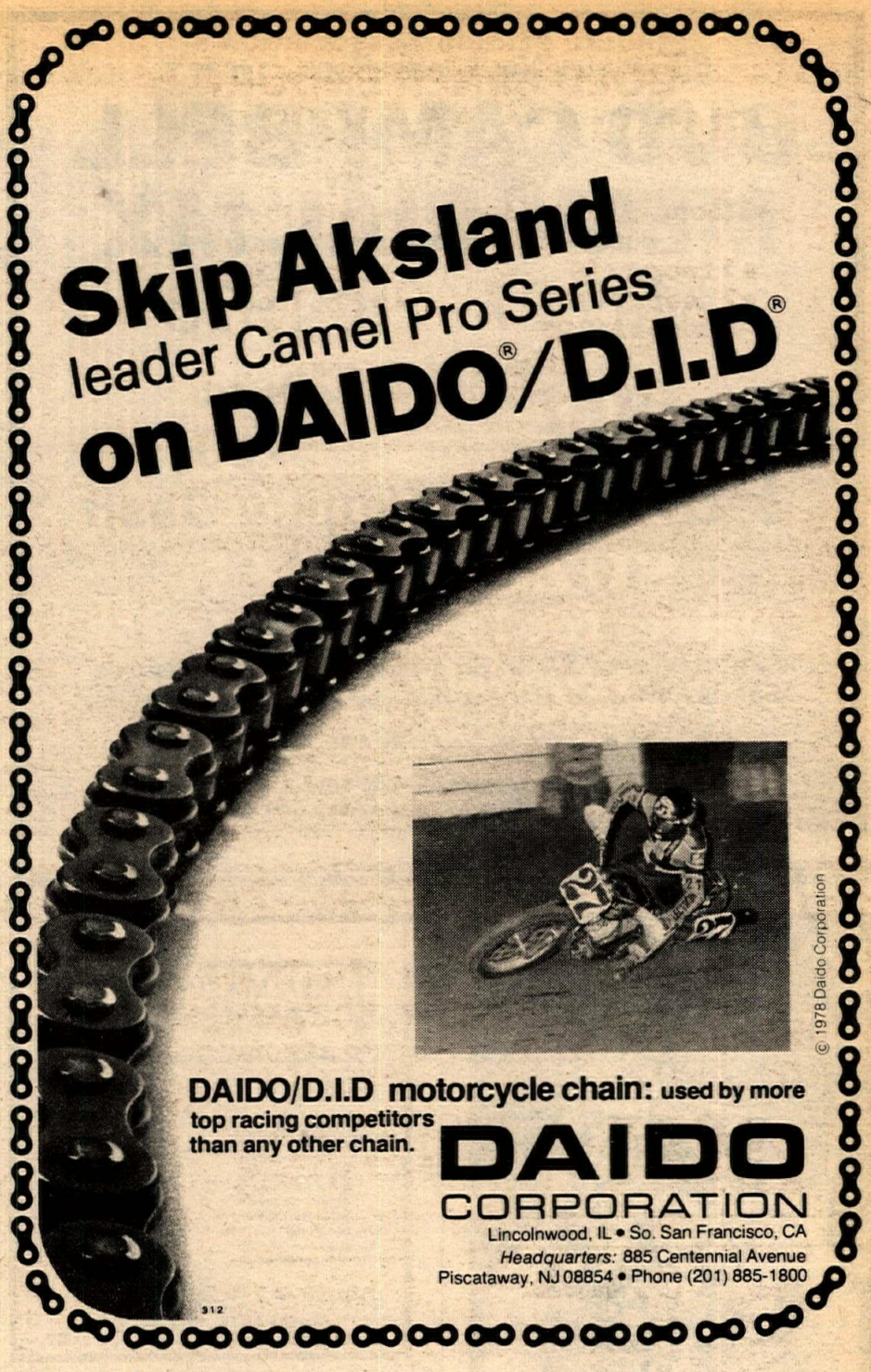
500 PRO: 1. Mike Tripes; 2. David Gerig (ESC Suz); 3. Steve Walker (Yam).
250 PRO: 1. Clint Hardick (ASA-Hon); 2. Steve Bartley (Hon); 3. Steve Blackman (Mai).
125 PRO: 1. Terry Shekell (ESC Suz); 2. Clint Hardick (ASA-Suz); 3. Scott Anderson (Suz).
500 INT: 1. Matt Carter (Yam); 2. Lee Ramage (FMF); 3. Lynn Vick (Mai).
250 INT: 1. Chris Harrold (Yam); 2. Mark Day (Mai); 3. Scott Porter (Yam).
125 INT: 1. Keith Finch (Suz); 2. Scott Johnston (Suz); 3. Bill Curran (Yam).
500 JR: 1. Bill Pienta (Suz); 2. Tracy McMillen (Suz); 3. Gene Anderson (Yam).
250 JR: 1. Scott Weinbrandt (Hon); 2. Chuck Hogan (Yam); 3. Doug Johnson (Oss).
125 JR. DIV 1: 1. Bob Beardsley (Yam); 2. Boyd Breise (Suz); 3. Mark Varney (Yam).
125 JR. DIV. 2: 1. Mike Thornton (Yam); 2. Joe Spinali (Suz); 3. Frank Yancey (Suz).
125 JR. DIV. 3: 1. Greg Cramer (Yam); 2. Scott Baker (Suz); 3. Tim Theodore (Yam).
100 INT: 1. Curtis Rough (Suz); 2. Mark Page (ESC-Suz); 3. Bobby Sullivan (FMF).
100 JR: 1. Scott Hamilton (Yam); 2. Greg Bennson (Yam); 3. Charlie Walker (Yam).
WOMENS OPEN: 1. Jaycen Zvirbulis (Yam); 2. Teresa Nolin (Yam); 3. Lisa Monhan (Suz).
MINI INT: 1. Danny Jones (Yam); 2. Scott Swift (Suz); 3. Chris Swift (Suz).
MINI JR: 1. Mike Nixon (Suz); 2. Gil Melzer (RR); 3. Kevin Ginsler (Suz).
COCA COLA/SAN DIEGO HIGH SCHOOL MOTOCROSS CHAMPIONSHIP TOP TEN: 1. Santana 1075; 2. El Capitan 843; 3. Mission Bay 689; 4. Monte Vista 648; 5. Morse 637; 6. Mt. Miguel 487; 7. Montgomery 433; 8. Torrey Pines 360; 9. Clairmont 232; 10. Granite Hills 185.

Thompson takes Sweepstakes at first ERA enduro

By Cindy Taylor
Photo by Action Photographic

CALIFORNIA CITY, CA, APR. 30
Rain ravaged, flower laden, wind blown Cal City again welcomed bike riders to its lands.

A new club, the Enduro Riders Association, made its debut this weekend with the Bounty Hunter Enduro. This was advertised as a fun, family race weekend with the emphasis on timekeeping. The skeptics were out in force along with the truest Beginner and some with experience.



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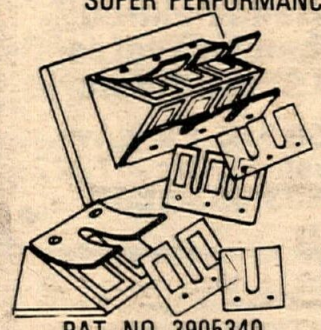

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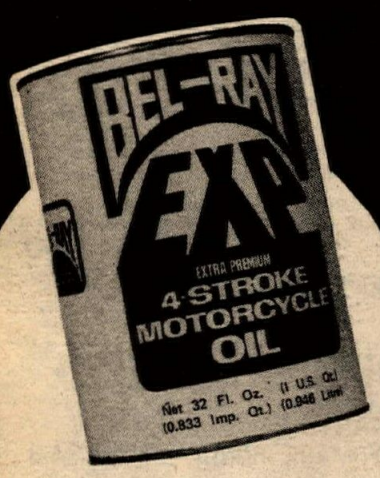

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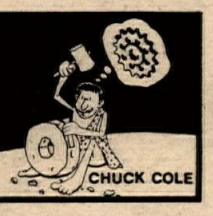

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Paul Beck used a unique riding style to trophy the ERA "Bounty Hunter" family enduro.

The first loop was designed for the rider with some riding experience but no racing skill. Speeds of 15 and 18 mph were within range of those entered in this first loop. Mike Merriman, race promoter and referee, had told all listeners that everything could be expected and he was right. There was a sandwash about 100 yards long that was easily passable. The only hill in the loop was barely discernible from the rest but it did provide shelter for the first check. The two field checks and finish were staffed by enough people to make it comfortable coming into a check and not having to fight for a checker. All checks were perfectly in accordance with the route sheet.

There were several hairpin turns that had us going in circles; also one dog leg at "Cal City Interchange" that had riders coming and going but nothing strenuous.

The first loop was a real joy to all of us Beginners. Nickie Odette was a true Beginner with minimal riding experience; but she socked up a perfect score for a first place on her Yamaha 80. Bonnie Arnold, Sylvia Fosnot, Jody Apopaca, and Paula VanderByl were other one loop riders that scored perfectly.

The second loop went smoothly for those semi-Beginners and those with experience. Kelly Dawkins had the best score on this loop missing only one second. Buddy-up class was required to complete two of the three loops. Jim C. Thomson and his son Marcus were the leading team in this class with a perfect score. Speeds and terrain on the second loop were maintained for a family run, just a little more advanced for the average rider. Still no impossible speeds or hills to contend with.

The male members of this race were required to complete all three loops. Challenge was still not designed to damage the body or bike, but to test the rider's skill. Only one rider made the three loops with a perfect score. The Sweepstakes was won by Jim C. Thomson. Apparently many of the riders were not prepared to maintain the required speeds for the specific time as there were many, many burned checks; by as much as six and seven minutes.

The main area designed to raise the competitiveness of the loop was unfortunately destroyed prior to the race. The promoter had included a very nice sandwash that led from Freemont Valley up the canyon with lots of washouts to contend with but Cal City threw in a curve by grading the wash into a gravel freeway before race time. Hope all of you had your "E" coupon ready for Matterhorn Hill.

Three loops and almost impossible to get lost on this course, it was so well marked.

Some minor problems plagued the promoter days before the race, but it was completed without any serious problems. Mike Merriman and Lyn Mallory did great jobs in bringing us this much needed family enduro.

The next ERA event is May 28 at Cal City. We'll hope to see all of you there who are supporters of amily enduro events and all of you who couldn't make the first successful one.

Results pending.

Barnes, Brand, Adams win AMA D-37 $600 MX

By Andi Gangewer

ELSINORE, CA, APR. 30

A great crowd and a perfectly manicured track was the setting for the AMA D-37 motocross point race at Elsinroe Raceway. There was a purse of $600 for the Experts and $75 was awarded to the first-place Experts in the 125cc, 250cc, Open and Senior classes.

In the 100-125cc Novice class, Todd Richardson received a first place trophy with Billy Quaney picking up second. Richardson was aboard a KTM and Quaney was on a Suzuki.

Mark Barnes took first place and $75 in the 125cc Amateur/Expert class. The payback went to fifth place and Jimmy Crowder, Dave Rose, John Reeves and Andy Kirker all shared in the benefits.

The 250cc Novice and Women's Division were run together with a trophy awarded to the first in each class. Chris Tarvin (Suz) was the overall victor and the 250cc Novice winner. Roxie Klatt was fourth overall and first in the Women's Division.

Rodney Brand picked up $75 in the 250cc Amateur/Expert class, ushering in Andy Kirker, Dennis Curtis, Floyd Burk and John Silva, and they all reaped rewards and a piece of the pie.

The Open Novice class was conquered by L.H. Hoffman aboard a Bultaco, and he and second-place Ed Walters (Yam) both received trophies.

The Open Expert class was the race of the day. These guys look like they were born on a bike, and handle them better than a knife and fork. Craig Adams was the winner, leaving Chip Howell, Dale McKinney, Mark Barnes, and Al Stinebaugh to divide their portions of cash between them.

There was even some cash for the Senior Division and the first three finishers, Al Stinebaugh, Nate Sciaqua, and Larry Bird got in on the act.

It was a great day and on behalf of all the riders and the Riders M.C., the sponsors of the point race, we want to thank AMA for the very generous $600 put up for the Experts. ●

Speedway Week

Bobbie Hunter wins Berdoo second division main

By Dennis Greene

SAN BERNARDINO, CA, MAY 10

Bobbi Hunter, one of a half dozen young ladies to try Speedway in recent years, showed her steady improvement by winning the Division Two Handicap Main Event. She had earned the ride in the Main by winning her heat race, as well. Hunter has a style that very well may put her in the First Division later this year and that would be a first for American Speedway.

For one terrible minute, it looked like Mike Bast might be out of Speedway for the year when he crashed into Bob McLain's bike after Bob ran into the wall. McLain was okay, but Mike caught his right foot under the motor and as he went over the top, his foot was folded back so far that the stitching on his boot pulled free. Mike rolled around on the ground as the ambulance crew told him he was through for the night. Mike asked for a minute or two to tape up his boot, saying "This is the Handicap Main and this is how I make my living." He got back on his bike and was on the line for the restart. Like all good stories, this one had a happy ending. Mike won the Main Event.

Two races later, Mike was on the line for the Scratch Main Event along with Bob Schwartz, Alan Christian and Mark Cherry. Cherry got the jump at the start and never looked back as he rode the four laps to victory.

Newcomer Mark Jackson, in only his second Speedway ride, won the Division Three Handicap Main Event.

Bast wins Costa Mesa "crazy night"

COSTA MESA, CA, MAY 12

It wasn't even a full moon, but funny things went on all night at the Orange County Fairgrounds. It looked like someone had come up with a new game called "Chase," or "Let's see how fast the photographers and infield people can run!"

In one event, two riders went down in turn one and as they tried to get back on their bikes, which were still running, they cut through the infield, sending everyone running for cover. At the same time, two more got together on the front straightaway and with their handlebars interlocked, they came at us from the other direction, then the two riders left tried to miss all the fun by laying it down and sliding into the infield, where we all were trying to get up the flagpole for safety.

Mike Bast leads Alan Christian and Ron Preston.

Of if you don't think that was funny, there was one race where three of the four riders went down and as the pick-up men ran to help them, they got back up and back into the race with the pick-up crew still hanging on, almost taking one of them along for the ride.

There was even one race stopped when the referee thought the starting tape had been broken. As the riders came back to the starting line, the gate was pulled down and, much to the surprise of the red-faced referee, all the tapes were intact.

There was some outstanding racing, with Danny Becker bringing everybody to their feet. He earned a ride in the Scratch Main Event along with Sonny Nutter, Bob Schwartz and Mike Bast. Becker tried the outside line, but it was not the fast way around this night. Sonny Nutter stayed just in front of Becker as he tried to close down the space on Bob Schwartz, while way out in front, sore foot and all, Mike Bast won his second Scratch Main Event of the new season at Costa Mesa.

Sitting 50 yards back from the starting gate, Alan Christian looked over the other five riders. All he had to do for the victory was outride them in five laps in a race that takes less than a minute to run. Alan's been there before and does his job well. Alan took the checkered flag first with Bob Schwartz right there for second.

A third night of Speedway will be added this week with the opening of Ascot on Thursday night on the quarter-mile track. ●

Results

SAN BERNARDINO 5/10/78

SCRATCH MAIN EVENT: 1. Mark Cherry; 2. Alan Christian; 3. Mike Bast; 4. Bob Schwarts.

HANDICAP MAIN EVENT: 1. Mike Bast; 2. Jan Ballard; 3. Dave Galvin; 4. Don Faulkner; 5. Bob McLain; 6. Ron Preston.

DIVISION TWO: 1. Bobbi Hunter.

DIVISION THREE: 1. Mark Jackson.

COSTA MESA 5/12/78

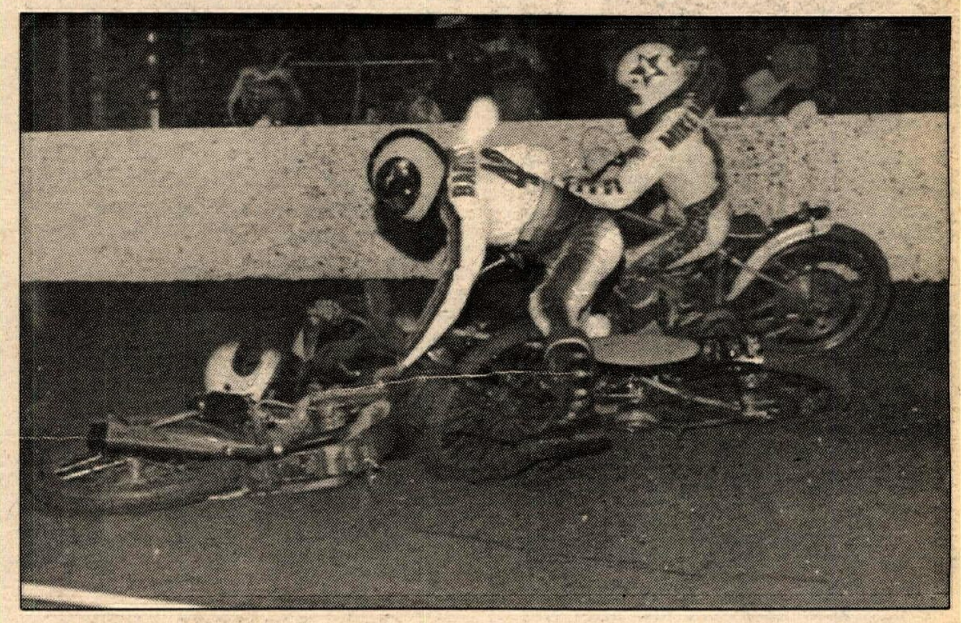
SCRATCH MAIN EVENT: 2. Mike Bast; 2. Bob Schwartz; 3. Sonny Nutter; 4. Danny Becker.

HANDICAP MAIN EVENT: 1. Alan Christian; 2. Bob Schwartz; 3. Larry Kosta; 4. Sonny Nuter; 5. Steve Nutter; 6. Tom Morley.

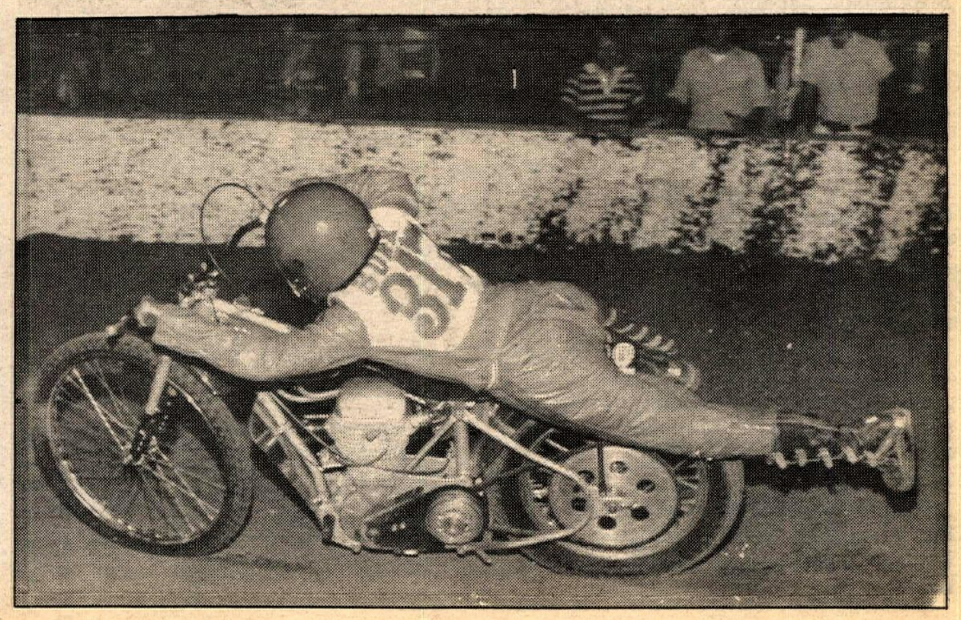
DIVISION TWO: 1. Jim Forehand.

DIVISION THREE: 1. Dan McNeill.

Bobbi Hunter, making a claim for the "First Lady of Speedway" title, won the Second Division Main at San Bernardino.



(Above) Tom Ferris (on the ground), Dennis Bartlett and Mike Bast in Costa Mesa confusion. (Below) Ray Burba tucks in down the straight.



NORTHERN DATELINE

A fast double jump on the back of Woodland's track gets a lot of action!

Pat Jacobson discovers Woodland, and then some

By Action Oz

WOODLAND, WA, APR. 29

Pat Jacobson likes Woodland Winter track. Jacobson, riding for Bellevue Suzuki, was passing through on his way to ride at Washougal's opener when he discovered that Woodland ran on Saturday. He entered all three Pro classes and won.... all three!

The first 125cc Pro moto was full of riders who have ridden this dirt many times. Jim Anderson (Suz) got the holeshot. Tim Michletsch, McMinnville Yamaha, slipped into second while Jacobson settled into third.

By the fourth lap, Jacobson had made a pass on Michletsch to go into second. Anderson was running hard to try for a wider margin. Once by Michletsch, Jacobson wicked it and began the press. By lap five he made the pass at the sweeper just after the double jump and that was it for the first moto. Jacobson finished first, Michletsch second, Anderson third and McCormick fourth.

Off the line of the second moto it was Michletsch in the lead, McCormick second, right on his rear knobby. Anderson ran third, but where's Jacobson? He's dead last on the first lap! By lap three, he moved into third. Jacobson cooked as he flew the double jump to set himself up for the next pass. Anderson was in his sights and by lap four he passed and began to close the distance on Michletsch. Tim started pouring it on, but wasn't as strong in the turns.

On lap eight, Jacobson pulled the pass and was gone. Michletsch ran two hard laps to keep up, but then suffered a mechanical and picked up a DNF. Jacobson romped the win and overall in the class. Anderson took second for second overall and McCormick picked up third.

It seems Woodland is shaping up as a perfect 250cc class track. By far the biggest turnout of the day, both Amateur and Pro, is the 250cc Pro class. All the area's top names were on the line. Skeet Hise got the holeshot, held it for a lap, then was passed by Jacobson. He repassed to hold first for three laps.

Jacobson was too tough and by lap six got around Hise to lock the lead to the end. Skeet dropped to third when Michletsch got around him. Tom Poage pulled in fourth.

Pat Jacobson flew off the line the second time and began a journey that was insurmountable. The only one seemingly with a chance was Tom Poage.

On the downward side of the double jump, Michletsch's feet came off the pegs and the bike flew out of his hands and disappeared into the brush. Tim went like a bird, but without wings he was no match and fell to earth, landing in the loamy soil. He looked for the bike, but by now his pit crew found it and it was OK. Tim eased to a finish and eleventh in the second moto.

Jacobson won by a large margin over Poage, who finished second. Skeet Hise was a consistent 3-3. So it was Jacobson again, number one. Tom Poage scored second overall. Hise ran third overall and McCormick was fourth.

It was then time for the Open Pros. It was Pat Jacobson's day. He won it with a perfect 1-1, three classes, six firsts. Skeet Hise gave him a close battle in the Open class to nail a 2-2 while Carl Cole hammered a 3-3.

Results

MINI JR: 1. Steve Bye (Yam); 2. Jay Collins (Yam); 3. Ron Dykgraaf (Yam).
MINI INT: 1. Dan Blasdell (Yam); 2. Gary Harkleroad (Suz); 3. Richard Bragg (Yam).
PEE WEE: 1. Jamey Munson (Suz); 2. Darren Rogers (Suz); 3. Dan Blasdell (Yam).
100 JR: 1. James Croff (Yam); 2. Mike Simental (Hon); 3. Jerry Anderson (Yam).
100 INT: 1. Robby Watilo (Yam); 2. Craig Lambert (Yam); 3. Steve Corcoran (Yam).
125 JR: 1. Dave Parkin (Suz); 2. John Christian (Suz); 3. Jim Greear (Yam).
125 INT: 1. Kip Templeton (Suz); 2. Robb Manning (Yam; 3. Chip Chapman (Yam).
250 JR: 1. Charlie Trotter (Hus); 2. Jerry Hendershot (Yam); 3. John Christenson (Suz).
250 INT: 1. Dean Barbier (Suz); 2. Darryl Semmler (Yam); 3. Randy Jungworth (Yam).
OPEN JR: 1. Guy Rogers (Suz); 2. Mike Thompson (Yam); 3. Jim Greear (Yam).
OPEN INT: 1. John Clement (Yam); 2. Ray Shanafelt (Mai).
30-40 JR: 1. Gary Bonds (Hon); 2. Glen Barnett (Hon); 3. Clark Moore (Yam).
30-40 SR: 1. Ray Shanafelt (Mai); 2. Jim Lamkin (Mai).
125 PRO: 1. Pat Jacobson (Suz); 2. Jim Anderson (Suz); 3. Mike McCormick (Yam).
250 PRO: 1. Pat Jacobson (Suz); 2. Tom Poage (Yam); 3. Skeet Hise (Yam).
OPEN PRO: 1. Pat Jacobson (Suz); 2. Skeet Hise (Yam); 3. Carl Cole (Yam).

Nifty night-o-cross nabs natives

By Maxie Abernethy

SALT LAKE CITY, UT, APR. 28

A snowstorm put the skids on the last motocross at Bonneville Raceways, so the natives of Salt Lake City eagerly awaited Friday's regular night-o-cross. The stadium lights flickered on and revealed a well-prepared track with racers already posed on the line, then the racing exploded with frenzied action!

Mini Experts drew the first crack at the track and Snell Johnson (Suz) warmed the terrain with the holeshot. The battle grew intense as Mark Gren (Yam) and Brent Gray (Yam) attempted to wrest away the top spot. Johnson faded in a cloud of dust and it turned into an every man for himself struggle for second. The checks waved for Johnson in first and the fluttering cloth crazed Gren and Gray into a frenzied pace. The mad dash for the checks almost resulted in a fiasco, but Gray held on to his mount, withstanding Gren's attempt to climb aboard in a corner, and snatched the trophy for second. Gren controlled his wayward bike and wheelied across third.

A triple trade for first 100cc Junior between Neil Crosby (Suz), Bob Thomas (Yam) and Rob DeMarco (Suz) increased tension and the battle raged. They were all roosted by steady Scott Prior (Yam), who had priority points with consistent finishes and he grabbed first. Crosby diced madly for second and DeMarco touched off the skirmish with third.

Dangerous Dan Lechtenberg (Yam) slashed out two holeshots in the 125cc Pro class, but couldn't hold the pack at bay long enough to extend his slim lead. Eldon Copier (Suz) and Kenny Archibald (Suz) combined forces and chewed up Dan's lead, then hasseled each other until Jim East (Hon) attacked, putting a fire on both their pots. Copier cruised along with the wrist scored to the max, while Archibald assaulted with various attempts to gain, and yet protect his own position from the bombardment of Lechtenberg. Copier cornered the checkers for a first, Archibald captured second and Jim East pulled a fast count to take third.

Open Pro class mixed and stirred up a free-for-all, with holeshots and front positions open to anyone agile enough to fend off the onslaught. The lead was passed and shuffled until the melee hot squashed by the flying checks. Mike O'Driscoll (Yam) sliced of the main piece and Lane Jensen (Yam) cut out second while Shane Burrows (Yam) nicked third.

Steve Taggart (Yam) blasted the line and streaked off as the 250cc Intermediates stormed across the gate. Unfortunately, the same intentions for the holeshot were shared by Kelly Smith (Hon), and Taggart ended up on the endangered species list. The bar-to-bar tangle forced Taggart to retreat and Smith managed to hold his place, in spite of attacking Reg Wilson (Mai) and his nifty corner cuts. The photo-finish almost had the checkered flagman airborn when Smith and Wilson flashed in together, but Smith drew the trophy for first. Taggart retained second with points and Wilson's effort was rewarded with third.

A stunning show of power hypnotized Open Intermediates as Wyn Forshee (Yam) lit his motor and rocketed away. The rest of the pack went berzerk as Forshee strung out a fantastic lead. WFO Forshee spearheaded the trophy for first, Craig Kunkle (Mai) charged the line for second and Rich Gillett (Yam) slid in for third.

Results

OPEN JR: 1. Stan Smith (Yam); 2. Carl Veleze (Yam); 3. Harold Wing (Yam).
OPEN INT: 1. Wyn Forshee (Yam); 2. Craig Kunkle (Mai); 3. Rich Gillett (Yam).
OPEN PRO: 1. Mike O'Driscoll (Yam); 2. Lane Jensen (Yam); 3. Shane Burrows (Yam).
250 JR DIV 1: 1. Kenny Christianson (Yam); 2. Randy Gillett (Yam); 3. David Bills (Yam).
250 JR DIV 2: 1. Ed Trease (Yam); 2. Jeff Hansen (Hon); 3. Daniel Nixon (Yam).
250 INT: 1. Kelly Smith (Hon); 2. Steve Taggart (Yam); 3. Reg Wilson (Mai).
250 PRO: 1. Eldon Copier (Hon); 2. Dan Lechtenberg (Yam); 3. Jim East (Hon).
125 JR DIV 1: 1. Mark Hopkins (Suz); 2. Lee Halley (Yam); 3. Scott Harman (Suz).
125 JR DIV 2: 1. Darrick Katsilas (Yam); 2. Ed Lucky (Yam); 3. Mark Wallace (Suz).
125 JR DIV 3: 1. David Huges (Yam); 2. Brent Kunz (Suz); 3. Pete Day (Yam).
125 JR DIV 4: 1. Keith Biesinger (Yam); 2. Mel Kimball (Yam); 3. Dirk Clayson (Suz).
125 INT DIV 1: 1. Chuck Lodder (Yam); 2. Matt Robinson (Suz); 3. Steven Jeppson (Suz).
125 INT DIV 2: 1. Gavin Winn (Suz); 2. Steve Christianson (Suz); 3. Kevin Jones (Suz).
125 PRO: 1. Eldon Copier (Suz); 2. Kenny ARchibald (Suz); 3. Jim East (Hon).
100 jr; 1. Scott Prior (Yam); 2. Neil Crosby (Suz); 3. Rob DeMarco (Suz).
MINI JR DIV 1: 1. Scott Godfrey (Yam); 2. Brian Wallace (Suz); 3. Jeff Thompson (Yam).
MINI JR DIV 2: 1. Kenny Kimball (Yam); 2. Shane Westring (Suz); 3. Mark McDonald (Yam).
MINI EX: 1. Snell Johnson (Suz); 2. Brent Gray (Yam); 3. Mark Gren (Yam).

Cantaloupi cans two at Marysville

By Ramie Sexton

MARYSVILLE, CA, APR. 23

Despite competition from three

other area tracks, Marysville drew over 400 riders Sunday, and among them were some of Northern California's top Expert riders. Donnie Cantaloupi (Moto-X Fox) and Bob Meyers (Maico) were the outstanding riders of the day with Cantaloupi easily winning every moto of both the 125 and 250cc Expert classes and Bob Meyers winning both Open Expert motos.

In the first 125cc Expert moto, Cantaloupi led every lap and was followed by Rick Woodson, Brad Harrison, Ron McQuade and Eric McKenna. Woodson had troubles half way through and retired, giving up second to Harrison. Chalma Roberts had to work his way up from 10th place at the end of lap one to take the checkered in a third place photo finish with Eric McKenna.

In the second moto, Chalma Roberts goth the holeshot and put distance between himself and hard-charging Cantaloupi. His lead was short-lived however, as Cantaloupi pulled into the lead on the second lap. Roberts looked strong and wasn't about to give up and pursued Cantaloupi closely as the two pulled away from the pack.

Halfway home, Roberts' engine blew and Cantaloupi was left all alone. Brad Harrison inherited second, but was quickly put back to third by Dana Waxham. Rick Woodson finished in the number four spot. The overall went to Cantaloupi, second to Harrison, third to Waxham and fourth overall went to McKenna.

Cantaloupi came back in the 250cc Expert class and did it again. In moto one, Dave Coupe got the holeshot and was able to hold Cantaloupi off for almost two laps, but Donnie got by and it was all over. Coupe finished second ahead of Dan Waller, who had to work up from a poor start.

Allen Berlutti came back in the second round to pass Cantaloupi for first, but then had troubles that dropped him back to a fifth place finish, leaving Cantaloupi to finish first. Fisk moved up to take second ahead of McNamara and Coupe. The overall went to Cantaloupi with Coupe second. Fisk took third and McNamara fourth.

Bob Meyers put together two moto wins in the Open Expert to claim the overall ahead of Brian Jodry. Meyers, a regular at Marysville, ran in first for every lap of both motos. Jodry made his way past Swartz to take over second, but lost it for several laps to Dan Waller before regaining it in the last lap. Waller finished third and Swartz fourth.

In the second moto, Meyers did it again, followed all the way by Jodry in second and Waller in third. Eric McKenna battled back and forth with Swartz before getting a secure hold on fouth and Swartz fifth. Meyers took the overall, Jodry was second, Waller claimed third and Swartz fourth.

Results

MARYSVILLE HI-POINT BOOT SERIES WINNERS:
80 MINI NOV: Emmet Ramirez (Yam).
125 NOV: Arnie Watkins (Suz).
125 JR: Rod Berringer (Suz).
250 NOV: Freddy Bercier (Suz).
250 JR: David Thompson (Mai).
OPEN NOV: Mike Bennett (Yam).
OPEN JR: Byron Goree (Yam).
100 MINI NOV: Lance Coleman (Yam).
100 MINI EX: Brad Wilson (Yam).
250 EX: Albert Griego (Kaw).
50 MINI NOV: Larry Azevedo (Suz).
80 MINI EX: Tim Aston (Suz).
80 MINI JR: Chris Gomez (Suz).
100 NOV: Jim Baxter (Yam).
OPEN EX: Delno Becker Jr. (Mai).
125 EX: Brad Harrison (Suz).
VET NOV: Russ Wyant (Suz).
VET JR: Jim McMahen (Mai).
VET EX: Charlie Sexton (Yam).
OT NOV: Glyn Long (Mai).
OT EX: Delno Becker Sr (Mai)

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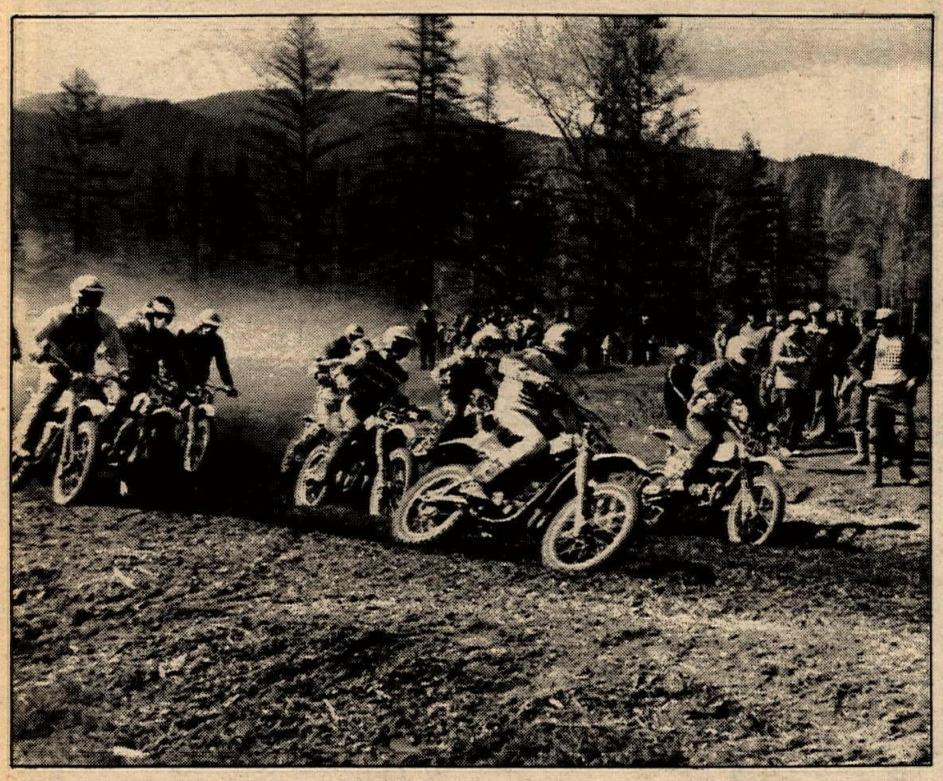

Woodside's season opener drew many sportsmen as well as Pros.

Kuest cranks Woodside MX win

By Roger Kane

SANDPOINT, ID, APR. 23

Two hundred fifteen riders put on a whale of a show at Sunday's season opener of Woodside Motocross of Sandpoint. The well-prepared track got a good soaking when a storm passed through Saturday night, but by the time practice ended, the course began taking excellent shape.

In the smaller classes, Rick Simmet took the Junior Minis, Dave Townsend won the 80cc B class and Scott Schaeffer prevailed in the 80cc A class.

Ross Learn picked right up from last year, winning both motos of the 100cc A class, followed by Shane Blood and Roby Bass. Randy McCall took the 100cc B honors.

A large 125cc B class saw Don Lentz go 1-2 for first overall ahead of Kirk Greear and Ken Robinson.

Leon McDonald blew into the lead in both 125cc A motos and never gave it up, taking 1-1 finishes for the day. Andy James, Stan Morton, Brett Tremblay and Shane Blood kept exchanging positions during both motos to make things interesting for themselves and fans alike.

With 2-1 finishes, the 250cc B class belonged to Dale Robinson with Al Heninger and Mike Rhodes close behind.

Spokane's Gary Kuest, fresh from a good showing against the Nation's best at Hangtown, came up to race and swept 1-1 finishes in the 250cc A class. Meanwhile, there were lots of interesting things going on behind him with Mike Kluver, Harvey Craft, Larry Fogg and Brian Corin playing musical chairs for the next four spots.

Don Lentz, Randy Carlson and Mike Clark was the finishing order in the Open B class.

Open A riders saw Rocky Hardland rocket off into the lead, followed by Robin Thornton, Mike Kane, Dave Rowin and Dale Greene. Just before the end of the first lap, Thornton's bike threw a chain and cracked a case, putting him out for the day. Kane moved into second and held that position until Dave Redwine passed on the fourth lap. That's the way the first moto ended.

Second moto action saw Redwine get the holeshot, followed by Hardland, Rod Layko and Pat Gunter. About a third of the way around the track, Kane crashed hard. By lap two, Hardland had moved into the lead and Gunter moved up to third. On lap four, Dale Greene blew Cayko and Gunter. At the end it was Hardland, Redwing and Greene in the overall order.

Tudor takes Renegade win

By The Squisher

PARKER, WA, APR. 30

A new star in the 250cc B class at Renegade Sunday was Jodie Luke as he stomped the class for the second week in a row in only his second 250cc ride ever. Mike Tobia (Hon) scored the holeshot in the first moto with Luke close behind on his Yamaha. The two riders pulled out a large lead on the rest of the class. Jodie made a fantastic pass at the end of the straight and was never headed.

Luke led the second moto from start to finish, despite a strong challenge from Lance Forsee (Hon), who ended up with second, giving him second overall with Tobia third.

Since the spring series has started this year, the 250cc Pro class has had only one winner, Andy Tudor on his Honda. Andy blitzed the Pros again, while Jim Taylor and Dana Rogers battled for second on their Yamahas. The two riders were so evenly matched that they often exchanged places two and three times per lap. Taylor narrowly edged out Rogers in both motos for second overall.

The 125cc B class was a real dogfight between Craig Lowrie (Suz) and Dennis Ostriem (Suz). Ostriem grabbed the lead in the first moto with Lowrie quickly closing to within striking distance. Just as Craig was trying to make his pass, Ostriem's back end swung out, knocking Craig right off his bike. Craig held on to second after remounting.

The second moto was nearly a repeat of the first until Lowrie slid out midway through the moto, giving an easy win to Ostriem.

Ed LaFranchis (Suz) dominated the 125cc C class again this week, beating Ray Anderson (Suz) and Gordon Cuderson (Suz). David Perez (Suz) won the 125cc D class for the first time this year as he led from start to finish, despite a strong challenge by Jeff Weldbarer (Suz) and Mike Harker. (Yam).

Results

MINI A: 1. Richie Parker (Yam; 2. Ted Wolf (yam).
MINI B: 1. O.J. Warner (Yam); 2. Chris Bussleman (Yam).
100cc: 1. Duane Morris (Yam); 2. Todd Miller (Suz); 3. Dennis Malon (Suz).
125 B: 1. Dennis Ostriem (Suz); 2. Craig Lowrie (Suz); 3. Pat Jaquish (Yam).
125C: 1. Ed LaFranchise (Suz); 2. Ray Anderson (Suz); 3. Gordon Cuderson (Suz).
125D: 1. David Perez (Suz); 2. Jeff Weldbarer (Suz); 3. Mike Harker (Yam).
250A: 1. Andy Tudor (Hon); 2. Jim Taylor (Yam); 3. Dana Rogers (Yam).
250B: 1. Jodie Luke (Yam); 2. Lance Forsee (Hon); 3. Mike Tobia (Hon).
250C: 1. Stan Sturges (Yam); 2. Steve Hall (Yam); 3. Paul Hinsen (Yam).
OPEN: 1. Jim Reynolds (Yam); 2. Jerry Rank (Yam).

Thompson/Raphael rack SH win

By Neal Fagerud

MASON, CA, APR. 23

A super track greeted the Penninsula Side Hacks as they arrived at the Mason County Fairgrounds for the Shelton Trailblazers AMA Grand Prix Sunday. A full 60 minutes of racing left everyone tired, but very happy they came. Fair treatment and super racing have always been a part of the program when ya' compete in a Shelton Trailblazers' event.

The Thompson/Raphael hack took the checkered first, but not without some fast and fierce racing. The Lumsden/Johnson team had led most of the race with Thompson/Raphael getting by at the 50-minute mark. The Nail/Steele hack grabbed third with Mike Poole/Tad Richards coming in fourth.

Thompson/Raphael must live just right. As they crossed the finish line, their hack went only 50 more feet before running out of gas!

The Penninsula Side Hack Club will be holding a family Poker Run at the Mason County Fairgrounds May 14, and a motocross here on the 21st. June 4 will bring another motocross to Mason.

Dick/Alex ace TCORVP SH Comp

By Neal Fegarud

OLYMPIA, WA, APR. 16

Dick Thompson and Alex Raphael put together a 1-2 finish to grab the overall gold Sunday at Thurston County ORV Park's series opener.

Moto one saw the 650cc Yamaha of Thompson/Raphael lead the pack into turn one with Mickey Lumsden/Kim Johnson in their shadow. The two big-bores slowly pulled away from the lightweights on the muddy, but fast horsepower track. On lap three, Lumsden/Johnson saw their break appear as the lead hack bobbled slightly in a tight left-hander. Halfway through the last lap, the Lumsden/Johnson hack lost fire, allowing the entire pack by with Thompson/Raphael taking the lead and win. Lumsden/Johnson restarted and finished fifth.

Moto two found Lumsden/Johnson first into turn one with Thompson/Raphael hooked in the number two slot. The two hacks bounced off each other for the entire moto, which was shortened to beat the darkness.

Back in the pack there was also some super close racing between the new team of Orv Nail/Mark Steele and Doug and Jeff Price, with the Poolc brothers close behind.

Familiars file Lodi flat track wins

By Ann Carr

LODI, CA, APR. 29

Flat track fever continued at Lodi Cycle Bowl tonight as 233 racers hooked it up for brass and bucks on the one-fifth mile oval. The Stockton Motorcycle Club hosted Saturday's competition and staged a well-run program.

Mini action featured an excellent ride in the 80cc Expert class by 10-year-old Aaron Hill of Stockton to top the 14-rider field. Aaron bagged the start from Danny Moore and ran away from the field while little Kurt Chandler held off big brother Doug for a well-earned second.

Gary Coit nailed the 100cc Junior main over Jerry Marshall.

Steven Mitchell took home his first win in the 80cc Novice main.

Few unfamiliar names appeared in victory circle in Maxi Expert competition as Jorgensen, Tavis, and Spence did their thing again this week. Tracy Hays broke the win streak of Mark Key in the 125cc Novice class, while former Mini rider David Boyles and Randy Glaze ripped off the 125cc Junior and 250cc Novice events.

One of the older fellows proved this week that his win in the 360cc Novice ranks was no fluke as Del Callsen bagged the main in a come-from-behind win. Del seems to have hooked it up on that Honda after a long dry spell.

Three more short tracks will close out this current series with the Archie Clark Memorial Benefit for John Tavis, Sr. scheduled for Saturday night, May 20. This scrambles event traditionally kicks off the Lodi night scrambles season.

Results

MINIS
100 EX: 1. Doug Chandler (Yam); 2. Joe Knight (Yam); Shawn Black (Yam).
100 JR: 1. Gary Coit (Yam); 2. Jerry Marshall (Hod).
100 NOV: 1. David Jeffries (Yam); 2. Greg Gray (Yam).
80 EX: 1. Aaron Hill (Suz); 2. Kurt chandler (Yam); 3. Doug Chandler (Yam).
80 JR: 1. Tommy Knight (Suz); 2. William Beecher (Yam).
80 NOV: 1. Steven Mitchell (Yam); 2. Mike Macedo (Suz).
60 NOV/JR/EX: 1. Kelly Fischer (Yam); 2. Mike Macedo (Suz); 3. Tony Mitchell (Yam).
MINI KING: 1. Doug Chandler (Yam); 2. Shawn Black (Yam).
MAXIS
125 NOV: 1. Tracy Hays (Suz); 2. Doug Garcia (Yam); 3. Scott Rose (Hon).
125 JR: 1. David Boyles (Hon); 2. Charles McCleary (Suz).
200 NOV: 1. Jerry Linch (C-A); 2. Frank Randazzo (Suz).
250 NOV: 1. Randy Glaze (Bul); 2. Mike Lawson (C-A); 3. Scott Rose (C-A).
250 JR: 1. Tim Busby (Yam); 2. Ted Rouse (C-A); 3. Fred Crabaugh (Yam).
250 EX: 1. Alex Jorgensen (C-A); 2. Rick DeLacy (Yam); 3. Jim Mertens (Yam).
360 NOV: 1. Del Callsen (Hon); 2. Pat Seigle (Yam).
360 JR: 1. Rick Almeida (Yam); 2. Jim Whitton (Kaw); 3. Mike McClurg (Hon).
360 EX: 1. John Tavis, Jr. (Hon); 2. Rafe Heath (Hon; 3. Dwayne McCaslin (Bul).
500 NOV: 1. Dan Hughes (Suz); 2. Bill Knight (Yam).
500 JR: 1. Darrel Thompson (Yam); 2. Wayne Busby (Yam).
500 EX: 1. Dennis Spence (Yam); 2. John Tavis, Jr. (Yam); 3. Dave Ryan (Yam).
KING RACE 1: 1. John Tavis, Jr. (Yam); 2. Alex Jorgensen (C-A).
KING RACE 2: 1. Rafe Heath (Hon); 2. Dave Ryan (Yam).

Marshall wins Weeks 100

By Bob Tornai

WEEKS, NV, APR. 30

Charlie Marshall padded his District 36 Cross Country points lead Sunday at the Weeks 100. Marshall had the hot line to the smoke bomb and the only dust he saw during the four 25-mile loops was from lapped riders. The town of Weeks (its more like a historical landmark on the roadside) was once a remounting station for the Pony Express, and with a State Park campground and over 40,000 acres of BLM land nearby, (don't forget to write those desert closure letters!) this area is well suited for a family weekend.

The run to the bomb went across a dry lakebed that was once part of ancient Lake Lahonton. After the bomb there was a sandy road with lots of whoops. This section saw Ray Hinson's day end abruptly after he and another rider tangled in the bumps. This prompted some recognition to React for the use of their time, manpower and equipment. It makes the desert a little less lonely, knowing there are four-wheel drive units with CBs close at hand.

Just before the road opened up there was a fifth gear jump that made me feel like Larry Roeseler looks. WOW! Then the course went on through some mud puddles, and out to some open spaces with a wide open San Jose Mile sweeper that led out past two well-marked road crossings and on to a trail full of rocks.

At the top of the next hill, two bundled-up checkers (it started to rain and the wind was blowing like 60mph) marked cards and sent you on your way downhill.

The way back showed some of the clubs humor (a, Quiet Hospital Zone sign on an engine-killing downhill) and some of their imagination by using a couple of neat sections of wash-type trails to get back to a long top-gear road along the base of the mountains that put you in welcome sight of the pits for gas, liquids, bandaids and out for another loop.

Yellow plate 14, Charlie Marshall, wheelied his Husky CR past the pits with hard-charging Randy Teel doing the same. Randy was flying till a flat slowed him down to third. Mark Jones grabbed second and the winner of the Doyle Cross Country race, Conrad Stitser, was fourth.

Bill Onga pulled a come-from-behind win in the Old Timers class and Jerry Ketchum led a large group of Vet Novices to the finish.

John Borrows and Rick Ramsey took the Vet Expert and Amateur classes respectively, while Jenni Miles got the Powder Puff brass.

Randy Osborne and Jeff King were the top two 250cc Novices and Hemilene Wicks rode with the guys and finished with only Bob Hylton, second, and Mike Williams, first, in front of her.

This event was a first time effort thrown by the Cross Country Association with eight members and lots of volunteers. They gave 30% trophies and nice finisher pins and gave a desert rider a good tune-up for Virginia City.

Results

VET EX: 1. John Borrows; 2. Ron Keeping.
VET AM: 1. Rick Ramsey.
VET NOV: 1. Jerry ketchum; 2. Chuck Bosch; 3. Bob Inee.
OT: 1. Bill Onga.
POWDER PUFF: 1. Jenni Miles.
OPEN 250 EX: 1. Chalie Marshall; 2. Mark Jones; 3. Randy Teel.
OPEN JR: 1. Stan Miles; 2. Randy Johnson.
250/125 JR: 1. Bob Delcalo; 2. Jeff Clouter.
OPEN NOV: 1. James Lindeman; 2. Jim Irwing; 3. Mike NcNeff.
250 NOV: 1. Randy Osborn; 2. Jeff King; 3. Dennis Gregory.
125 NOV: 1. Mike Willaims; 2. Bob Hylton; 3. Hermilene Wicks.

Jacobson snags SIR wins

By Sue Sykes

KENT, WA, MAY 5

SIR was busy at both ends for Friday night's opener. The Winston Drag times were running behind the tree lights for the four-wheel lovers, and CMC motocross on an all new track.

Two hundred and fifty-eight riders jammed in for practice with the show-off first lap led out by Movin' Marty. It was a long program and ran well into the wee hours. The riders were especially understanding.

Moto one 250cc Pro action was some dicing display with Totem Lake Chief Blaine Elledge (Can-Am) and Bellevue Suzuki king Pat Jacobson (Suz) pushing side by side. Pat caught the lead from the gate, but slid out on a new right hander. By the time he dusted his leathers he was passed by Elledge, who went on for the moto win.

Jacobson took command of moto two and put the win up for the overall. A busy guy Pat was, overall winner with aces in both 125cc Pro and Open Pro classes for a lion's share of the money.

Cory Klaudt (Kaw) put a spark up for Kent Kawaski in the rugged 125cc Junior division. With enough riders gathered to hold their own race, the bikes were divided into three heats and only the top six went to the main for the CMC slots.

Klaudt didn't have any trouble with a win in division one heat. Cory got off in the right position in the main, but second moto winner John Christian, Jr. (Suz) was locked up in the back. Heat three winner Marty Plumb (Suz) did a mid-start, pushed up to third at the flag to score just behind Scott Tyler's 2-2.

Future Pros took the spotlight in the 125cc Intermediate action as Tom Dougherty (Suz) eased through two wins for the overall. Tim Davis, Jr. (Suz) took a heat second and main second for the next spot, followed by Jeff Hayden (Suz) and Brian Swindahl (Suz). ●

Results

PEE WEE: 1. Jeff Munson (Suz); 2. Brad Jeffery (Itj); 3. Eric Davis (Hon).
MINI EX: 1. Chad Jeffery (Yam); 2. Dave Holloway (Yam).
MINI INT: 1. Dale Peterson (Suz); 2. Ted Pinkman (Yam); 3. Doug Massey (Suz).
MINI JR: 1. Bryan Birkestol (Yam); 2. Kelly Davis (Suz); 3. Mark Plumb (Suz).
100 INT: 1. Mike Felt (Yam); 2. Danny Diesso (Suz); 3. Vince Dale (Yam).
100 JR: 1. Shae McMahan (Yam); 2. Marty Plumb (Suz); 3. Ken Wright (Suz).
125 PRO: 1. Pat Jacobson (Suz); 2. Rod Casper (Suz); 3. Duke Coleman (Suz).
125 INT: 1. Tom Dougherty (Suz); 2. Tim Davis, Jr. (Suz); 3. Jeff Hayden (Suz).
125 JR: 1. Cory Klaudt (Kaw); 2. Scott Tyler (Kaw); 3. Marty Plumb (Suz).
250 PRO: 1. Pat Jacobson (Suz); 2. Blaine Elledge (C-A); 3. Tom Poage (Yam).
250 INT: 1. Jayme Nickle (Hon); 2. Ron Simmons (Hon); 3. Russ Tom (Hon).
250 JR: 1. Mark Stevens (Suz); 2. Mark Hansen (Suz); 3. John Christian Jr (Suz).
OPEN PRO: 1. Pat Jacobson (Suz); 2. Tom Poage (Yam); 3. Clint Calhoun (Suz).
OPEN INT: 1. Tim Davis Jr (Suz); 2. Mike Kulp (Yam); 3. John Hribar (60w).
OPEN JR: 1. Mark Gabouer (Suz); 2. Jim Myers (Mai); 3. Steve Glenn (Yam).
OVER HILL: 1. Ric Conway (Yam); 2. Dayton Hickson (Mai); 3. Stephen Baze (C-A).
OLD TIMERS: 1. Richard Zeiler (KTM); 2. Don Tyler (Mai); 3. Dick Graham (CZ).

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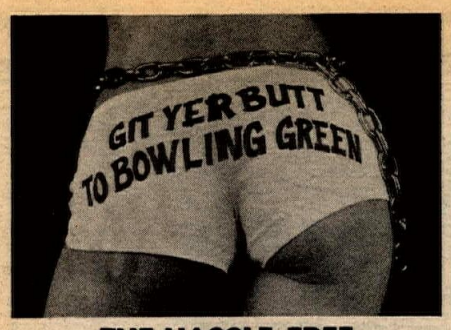

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Central Pipeline

Richard Reeves took the 125cc Expert class at the Texas Series opener.

Wedding wild in Texas Series opener

By Mike Reilly
Photo by Mike Lagaza

LAKE WHITNEY, TX, APR. 9
Round one of the 1978 Texas Series Motocross Championships was held Sunday at Lake Whitney cycle Ranch, opening the most prestigious, competitive and rewarding motocross championship annually held in Texas. The Texas Series evolved from the old Tex-AMA races that were a spring training ground for the professionals in the same manner as the present Florida Series.

Almost 900 riders signed up for competition and the crowd would rival that seen at an AMA National.

Results

MINI 50cc: 1. Angie Scott; 2. Bob Daugherty; 3. Randy Reed.
MINI JR: 1. Morris Troxell; 2. Chad Calvert; 3. Stacy Marik.
MINI SR A: 1. Craig Raymond; Tim Butler; 3. Randy Seawright.
MINI SR B: 1. Bucky Houston; 2. Ronnie Warman; 3. Bryan Taylor.
OVER-30: 1. Jim Barnes; 2. L. D. Riddle; 3. Dave Michie.
100cc A: 1. Jerry Surber, Jr.; 2. Brent Johnson; 3. Mike Walcott.
100cc B: 1. Clay Cauthorn; 2. Jack Phillips; 3. Bryan Taylor.
125 NOV A: 1. Tim Smith; 2. Craig Doughty; 3. David Walsh.
125 NOV B: 1. Tony Nielsen; 2. John Holley; 3. Randy Squier.
125 NOV C: 1. Lincoln Grant; 2. Pat Kahanek; 3. Eric Eames.
125 NOV D: 1. Steve Howard; 2. Danny Richardson; 3. Rodney Walker.
125 INT A: 1. Derek Wedding; 2. Jimmy Whitten; 3. Arthur Prater.
125 INT B: 1. Gary Graham; 2. James Roberts; 3. Randy Wallace.
125 INT C: 1. Todd Kimbrell; 2. Kyle Landrum; 3. Jo Jo Alfano.
125 EX: 1. Richard Reeves. 2. Davy Jones. 3. Mark Loving.
250 NOV A: 1. Larry Locklear; 2. Steve Turner; 3. Tommy Cureton.
250 NOV B: 1. Mike Medley; 2. Bill Howe; 3. Butch Jennings.
250 NOV C: 1. Mike Luck; 2. Richard Jackson; 3. Ray McFarland.
250 INT A: 1. Derek Wedding; 2. Randy Sullivan; 3. John Ruben.
250 INT B: 1. Cary Tomerlin; 2. Jeff Rhodes; 3. Mike Adamson.
250 EX A: 1. Bobby Pickard; 2. Roger Brown; 3. Monte Anderson.
250 EX B: 1. Shaun Kelley; 2. Dana Wright; 3. Jimmy Holloway.
OPEN INT A: 1. Tracy Durham; 2. David Faulkner; 3. Bo Herren.
OP/EN INT B: 1. Derek Wedding; 2. Donny Cox; 3. Jim Coins.
OPEN EX: 1. Bobby Pickard; 2. Wyman Priddy; 3. David Stutts.

Pickard, Howard, Wedding win Texas Series round two

By Mike Reilly

HOUSTON, TX, APR. 16
Rio Bravo Motocross Park was the scene for Sunday's round two of the four-race Texas Series State Championships.

Bobby Pickard took both the 250cc and Open Expert classes at Lake Whitney but was to meet head-on a determined challenge from Houston local Greg Howard, who upset Pickard to win the 250cc Expert class. In the first moto Roger Brown (CSM Suz), defending 250cc Expert State Champ, led Pickard from start to finish for the win. The best action was behind as Howard was simply buried at the start, but worked his way to fourth on the final lap when he spotted third place Wyman Priddy and his familiar blue Bultaco. Greg never shut off that final lap, out-flying Priddy over the finish line jump and taking third by inches.

Second moto action got off to a fast start with the Maicos of Pickard and Howard leading. On the second lap, Howard harassed Pickard into a mistake that sent him into the snowfence. While Bobby remedied the problem, Greg slipped off to a big lead and Pickard found himself in fourth behind Wyman Priddy and Roger Brown.

Greg Howard would have had an easy march to the checkered flag, but Brown was riding hard after a bad start and after passing Priddy had his sights set on Howard. His chain tensioner acted up and eliminated Brown from the moto.

Meanwhile, Pickard was back at speed, but couldn't catch Priddy and Howard finished the moto unchallenged for first overall. Pichard managed to take second overall, Priddy third and consistent David Stutts (Yam) fourth.

Pickard had no such hedaches in the Open Expert class, winning both motos again on his Kimbrell Maico over Roger Brown's CSM Suzuki.

Davey Jones won the 125cc Expert class, taking both motos and establishing himself as the man to beat for the state title. Richard Reeves couldn't get it together at Bravo with 31-7 motos and allowed Jones a healthy lead in their battle for the state championship. Jones' main competition was Sam Raphael, who led the first moto until the final lap when Jones took over. Sam, a former minibike terror on the West Coast, finished second both motos for second overall.

Derek Wedding swept three Intermediate classes today for the second straight weekend. At the conclusion of the day's activities, Wedding's streak had included 12 straight moto wins and six overall victories in the 125, 250cc and Open classes. Dynamite Derek, untouched at Lake Whitney, was finally threatened in the 125cc Intermediate class. Though Derek had won the first moto, Kevin Jones had slipped into second and was actually in sight of Wedding's rear fender as they crossed the finish line.

That pumped up Kevin so much that he grabbed the holeshot and led Wedding in the final moto until halfway through the final lap, when taking a drop-off, Kevin's chain fell off, locking up the rear wheel, spitting Jones to the ground and breaking his leg. Wedding finished the moto the winner, his win streak intact.

Wedding, NMA 250cc National champion, extended his domination into the 250cc Intermediate class, dominating both motos of the B group. Mark Thornton was second overall with 4-2 motos. Jeff Scates was third.

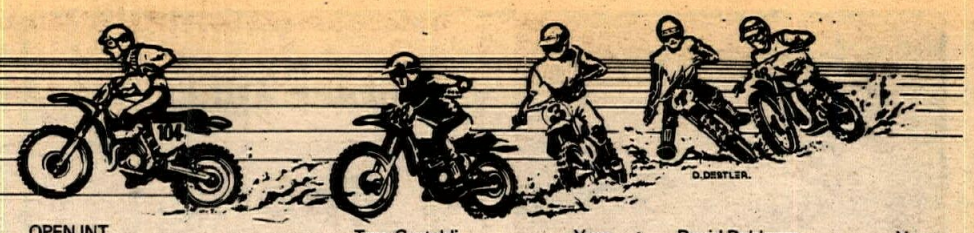
If Wedding was unmerciful in the other classes, then he was an executioner in the Open Intermediate class, killing all competition in group B. Again taking both motos, Derek went through the paces each race, pretending that he was in a race he wasn't. Local Chuck Adams finished second overall.

Tracy Durham and David Faulkner finished first and second for the second weekend in a row, dominating group A and more importantly, matching series points with Wedding. ●

Results

50cc MINI: 1. Bo Daugherty; 2. Angie Scott; 3. Phillip Garza.
JR MINI: 1. Morris Troxell; 2. Carroll Richardson; 3. Stacy Marik.
SR MINI A: 1. Tim Butler; 2. Greg Fouts; 3. Ronnie Warman.
SR MINI B: 1. Bucky Houston; 2. Bryan Taylor; 3. Robby Wilson.
100cc A: 1. Clay Cauthorn; 2. Brent Johnson; 3. Charles Bethel.
100cc B: 1. Jerry Surber; 2. Kerry King; 3. Mike Walcott.
OVER-30: 1. Russell Allen; 2. Jim Barnes; 3. Billy Click.
125cc NOV A: 1. Gene Hegemeyer; 2. Keith Davis; 3. Davis Regis.
125cc NOV B: 1. Keith Caffey; 2. Steve Hoaward; 3. Tracy Powell.
125cc NOV C: 1. Ronnie Warman; 2. Randy Jackson; 3. Scott Davis.
125cc NOV D: 1. Kevin Vaught; 2. Tony Neilson; 3. Wayne Justice.
125cc INT A: 1. Randy Sullivan; 2. Jerry Surber; 3. Jason Savage.
125cc INT B: 1. Derek Wedding; 2. Mike Clement; 3. Jimmy Whitten.
125cc EX: 1. Davy Jones; 2. Sam Raphael; 3. Shawn Smith.
250 AM A: 1. Tommy Cureton; 2. Danny Delahunt; 3. Jeff Anderson.
250 AM B: 1. Tim Morris; 2. Larry Locklear; 3. Eric Berg.
250 INT A: 1. Pat Adamson; 2. Rickey Glaser; 3. Randy Sullivan.
250 INT B: 1. Derek Wedding; 2. Mark Thornton; 3. Jeff Scates.
250 EX: 1. Greg Howard; 2. Bobby Pickard; 3. Wyman Priddy.
OPEN INT A: 1. Tracy Durham; 2. David Faulkner; 3. Tim Caudle.
OPEN INT B: 1. Derek Wedding; 2. Chuck Adams; 3. Jeff Wilson.
OPEN EX: 1. Bobby Pickard; 2. Roger Brown; 3. David Stutts.

RESULTS



Las Vegas MX Club Williams Raceway Las Vegas, NV Apr. 30, 1978

MINI 50's	
Kevin Clark	Hon
Ryan Clark	Hon
King Richard	Suz
MINI NOV MOD	
Paul parrott	Yam
Jay Lorenzo	YZ
Cory Mosa	Suz
MINI NOV STOCK	
Dave Quane	YZ
Danny Fisher	YZ
Bob Corravubias	Suz
MINI EX	
Danny Smith	Al's
David Saxton	—
Johner Kight	Yam
MINI AM	
Patrick Shields	Suz
Nino Butterowe	Yam
Sean Steele	Kaw
250 EX	
Tim Sparks	Hon
Kenny Krumme	Yam
Joe Jones	Hon
125 EX	
Kevin Steele	Kaw
Marv Chapman	Suz
Brad Hilton	Suz
100 EX	
Charlie Walsh	Suz
Jimmy krumme	Yam
125 AM	
Steve Mclaughlin	—
Dave Hunter	Suz
Tony Green	Yam
125 NOV	
Bob Picardo	Hus
Richard Youngblood	Yam
Brett Heers	Yam
100 NOV	
Bud Madden	
John Wise	
250 NOV	
Bobby Buck	
Mike Manus	
500 EX DIV I	
Eric Elizondo	
Kenny Krumme	
500 EX DIV II	
John Van Hoove	
Don Fisher	
Dan Pike	

Marysville Motocross Promotions Riverfront Park Marysville, CA Apr. 23, 1978 By Ramie Sexton

50cc NOV	
Larry Azevedo	Suz
Steve McCrary	Suz
Anthony Rose	Hon
80cc NOV	
David Azevedo	Suz
Jimmy Rose	Yam
Emmet Ramirez	Yam
80cc JR	
Jimmy Olson	Yam
Kenny Roberts	Yam
Bobby Moore	MCS
80cc EX	
Tim Aston	Suz
100 MINI NOV	
Lance Coleman	Yam
Larry Coleman	Suz
Jeff Baxter	Yam
100 MINI JR	
Richard Strunk	Yam
Jimmy Horn	Suz
David Reade	Suz
100 MINI EX	
Brad Wilson	Yam
Howie Ross	Suz
Jimmy Souza	Suz
100 SPTSMN	
Wade Wilson	Yam
Cory Cantaloupi	Yam
Jim Baxter	Yam
POWDER PUFF	
Donna McGlothin	Suz
Shelly Coffey	Suz
Katrina Wallis	Suz
125 NOV DIV DIV I	
Curt Anselmo	Suz
Arnie Watkins	Suz
Willie Vance	Suz
125 NOV DIV II	
Dennis Scarpetto	Suz
Bill Kyler	Suz
Kraig Church	Suz
125 NOV DIV III	
Curt McCoy	Suz
Gary Moyer	Yam
Scootin Scott Dorman	Yam
125 JR	
Scott Rebuck	Yam
John Middleton	Suz
Troy Arnold	Suz
OT NOV	
Ed Lindner	Mai
Glyn Long	Mai
Billy Hilton	Yam
OLD TIMERS JR	
Bill Haymart	Yam
Wayne Spratt	Mai
Bill Landes	Bul
OLD TIMER EX	
Dick Mann	Yam
Delno Becker	Mai
Johnnie Hall	Yam

Woodland Winter Trk. Motocross Woodland, WA Apr. 22, 1978 By E. McCormick/ Action Oz

MINI JR	
Steve Bye	Yam
Ron Dykgraff	Yam
Troy Shanafelt	yam
MINI INT	
Dan Blasdell	Yam
Ted Harry	Suz
Don Goves	Suz
PEE WEE	
Frosty Corcoran	Itj
Dan Blasdell	Yam
Jamie Munson	Suz
100 JR	
Robert Corcoran	yam
Jeff magnuson	Yam
David Kessley	Suz
100 INT	
Dave Hilton	Yam
Rob Manning	Yam
Robby Watilo	Yam
125 JR	
Tom Wilson	Suz
Rick Phillips	Suz
Dave Parkin	Suz
125 INT	
Dave Hilton	Yam
Cris Selnes	Suz
Robb Manning	Suz
250 JR	
Dave parkin	Suz
Eric Shupp	Yam
Bob Betts	Bul
250 INT	
Doug Foster	Suz
Darryl Semmler	Yam
Stacy Thornton	Kaw
OPEN JR	
Jim Greear	Yam
Mike Thompson	Yam
Joe Knight	Suz
OPEN INT	
Ray Shanafelt	Mai
30-40	
Ray Shanafelt	Mai
Gary Morris	Yam
Howard Howe	Suz
OT	
John Semmler	Yam
Walt Drake	Hus
125 PRO	
Rowdy Blasell	Yam
Mike McCormick	Yam
250 PRO	
Karl Usher	Yam
Dave Didier	Yam
Mike McCormick	Yam
OPEN PRO	
Rod Casper	Suz
Carl Cole	Yam

Short Track Perris Raceway Apr. 29, 1978 By Phil Wulff

80 MINIS	
Randy Fleischer	Suz
Curtis Cannon	Yam
Richard Fox	Yam
125 NOV	
Scott Bullard	Hon
Ron Wood	Yam
Mike Chandler	Yam
125 A/E	
Royal Adderson	Suz
Jimmy Rosa	Yam
Don Milam	suz
250 NOV	
Bob Callaway	Kaw
Dave Stewart	Yam
William Bartels	H-D
250 AM	
Ben Meyers	Yam
Rick Blankenship	Kaw
Ross Klatt	Yam
250 EX	
Dorothy Rowe	Yam
Terry Singleton	Ammex
Chris Cannon	Yam
OPEN NOV	
Steve Mainini	Yam
Scott Oliver	Yam
Joe Morabito	Yam
OPEN A/E	
Dorothy Rowe	Yam
Royal Adderson	Bul
Steve Pergin	Yam

TT Scrambles 80 MINI NOV

Jeff Williams	Yam
Richard Fox	Yam
Mike Kirby	Yam
80 A/E	
Randy Fleischer	Suz
Curtis Cannon	Yam
Roger Thompson	Yam
125 NOV	
Scott Bullard	Hon
Mike Redding	Yam
Mike Chandler	Yam
125 A/E	
Royal Adderson	Suz
Dale Whieman	Yam
Jimmy Rosa	Yam
250 NOV	
Mike Taylor	Kaw
Dave Stewart	Yam
Leroy Dozors	Kaw
250 AM	
Jeff Johnson	Yam
Ross Klatt	yam
Ben Meyers	Yam
250 EX	
Sam Burns	Yam
Scott Pearson	H-D
Eddie Sam Roman	Kaw
OPEN NOV I	
Dave Harbur	Yam
Bill Mitchell	Yam
Steve Harris	Suz
OPEN NOV II	
Steve Mainini	Yam
Scott Oliver	Yam
Scott Thurlow	Yam
OPEN A/E	
Walt Foster	Yam
Steve Pergin	Yam
Don Keeling	Yam

TT Scrambles Perris Raceway Perris, CA May 6, 1978 By Phil Wulff

80 MINI	
Eric Stull	Yam
Jeff Williams	Yam
125 NOV	
Tom Browam	Suz
Paul Paretti	Yam
Jaes Pratt	Hon
250 AM/EX	
Jeff Johnson	Yam
Rick Blankenship	Kaw
Greg Beresford	Yam
500 NOV	
Steve Mainini	Yam
Jim Hayes	Hon
Greg Johnson	Yam
500 AM/EX	
Walt Foster	Yam
Don Keeling	Yam
Dwayne Locke	Yam
4 WHEELERS	
Mike Chiatovich	5Hp
Ken Chiatovich	5Hp
Donovan Faust	5Hp

AMC MX Carlsbad Rcwy. Carlsbad, CA Apr. 30, 1978 By Stewart Raupp

MINI JR	
Aron Baker	Suz
125 BEG	
Jesse Hamon	Suz
Walt Glowac	Suz
Scott Campbell	Yam
125 JR	
Frank Ruff	Suz
Jerry Corbin	Suz
Dan Memeiey	Yam
125 INT	
Eric Baker	Suz
Bill Slend	Yam
Mike Cady	Yam
250 BEG	
Ron Davis	Mai
Matt Lindsay	Hon
George Kamper	Bul
250 JR	
Mark Toycen	Mai
Mike Foli	Mai
George Wagner	Yam
250 INT	
Rocky Courser	Hus
Dan Davalos	Suz
OPEN JR	
Scot Harrison	Hus
Frank Browne	Mai
Jeff Powell	Mai
OPEN INT	
Dennis Wilson	Suz
Wayne Beebe	Suz
Fulton Tidwell	Yam
125 PRO	
Mike Tayar	Yam
250 PRO	
Dale Andersen	Mai
Abian Lelvier	Suz
Richard Kastner	Bul
OPEN PRO	
David Cox	Yam
John Baricevic	Suz

AME American Minicycle Asso. Indian Dunes Valencia, CA May 5, 1978 By Judy Greenberg

PEE WEE MOD	
Justin Souza	Suz
PEE WEE STOCK	
Matt Blacklock	Itj
Chris Pfatenhauer	Itj
JR CYCLE MOD INT	
Walter Armendariz	Itj
Larry Turner	Itj
Carl Tignino	Itj
JR CYCLE MOD JRS	
Marty Rickard	Suz
Joey Rodrigues	Suz
Warren Provost	Suz
JR CYCLE STOCK INT	
Johnnie Rodrigues	Suz
Carl Tignino	Itj
Raymond Swearinger	Suz
JR CYCLE STOCK JRS	
Marty Rickard	—
Warren Provost	Suz
Joey Rodrigues	Suz
JR CYCLE STOCK BEG	
Rocky DiMarco	Suz
Danny Johnson	Suz
105 MINI OPEN	
Tim Shelton	Suz
Jack Greenberg	Suz
Ronnie Eversole	Suz
83cc MOD INT	
Larry Brooks	Yam
Tim Shelton	Suz
Ronnie Eversole	Suz
83cc MOD JRS 12&	
Ted Knipe	Suz
Rick Jurado	Yam
83cc STOCK 12&	
Ted Knipe	Suz
Richie James	Yam
Andy Ward	Suz
83cc MOD JRS 9-11	
Walter Armendariz	Suz
Andy Ellis	Suz
Jason Wagner	Yam
83cc STOCK JRS 9-11	
Andy Ellis	Suz
Jason Wagner	Yam
Mouse McCoy	Suz
83cc MOD BEG	
Jeff Hanzo	Suz
Kevin Scott	Hon
83cc STOCK BEG 12&	
Kris Brandini	Yam
Jeff Hanzo	Suz
Jim Kattiger	Hon
83cc STOCK BEG 9-11	
Todd Parker	Suz
Jeffrey Friend	Yam

Crossup Raceway Motocross Bend, OR Apr. 30, 1978 By Action Oz

MINI BEG	
Kyle Buckner	Yam
Bobby Buck	Yam
Tony Branson	Yam
MINI MINI	
Ronnie Kentner	Suz
Mike Thompson	Suz
Corey Pace	Suz
80 JR	
Dan Hendricks	Yam
Steve Bye	Yam
Dan Wagner	Suz
80 INT	
Scott Prestwood	Yam
J.D. Amen	Suz
Ken Jackson	Yam
100 JR	
Bob Haynes	Yam
Leslie Link	Suz
Jeff Dupont	Yam
100 INT	
Ricky Ide	Yam
125 JR	
Lyle Klenski	Yam
Keanen Johnson	Yam
Doug Smith	Yam
125 INT	
Jeff Nowak	Yam
John Thayer	Suz
John Baltzar	Yam
250 JR	
Jon Haynes	Hon
Scott Christensen	Yam
Keanen Johnson	Yam
250 INT	
Tom Gastaldi	Yam
Mark Moore	Hon
Jeff Springston	Yam
OPEN JR	
Rick Baptista	Yam
Tom Gastaldi	Yam
Dana Avery	Yam
OPEN INT	
Ralph Fox	Mon
Bill Toland	Suz
Danny Chadler	Hon
TURKEY	
Rick Hoyle	Hon
Don Engstrom	Yam
Rick Urell	Suz
OT	
Bill Naylor	Yam
Norm DuVall	Yam
Jim Watts	Yam
125 PRO	
Ron Dimeo	Suz
David Link	Suz
Dan Hartsfield	Yam
250 PRO	
Ron Dimeo	Suz
Randy Wing	Suz
Steve Williams	Hon
OPEN PRO	
Mitch Kirkpatrick	Yam
Gary Beaver	Yam
Dave Shepard	Suz

TMRA ¼ mile FT Benton Lane Park Junction City, OR May 7, 1978 By Helen Bruhn

MINI BEG TROPHY DASH	
Stacy Bowers	Yam
MINI BEG A MAIN	
Stacy Bowers	Yam
Amy Bruhn	Hon
MINI EX TROPHY DASH	
Jack Booth	Yam
MINI EX B MAIN	
Bim Churchill	Yam
MINI EX A MAIN	
Dan Bennett	Yam
Brian Loesch	Yam
100cc TROPHY DASH	
Jack Booth	Yam
125cc TROPHY DASH	
Kelly Olivas	Hod
125cc B MAIN	
Steve Smith	Yam
125cc A MAIN	
Randy Rice	Yam
Mitch Seitzinger	Yam
Jack Booth	Yam
200cc TROPHY DASH	
Dan Bennett	Hon
200cc A MAIN	
Del Seitzinger	C-A
Andy Bruhn	Yam
Dan Bennett	Hon
250cc TROPHY DASH	
Scott Miller	C-A
250cc B MAIN	
Mike Scott	Bul
250cc B MAIN	
Mike Scott	Bul
Steve Loraine	Yam
John Krause	Yam
250cc A MAIN	
Scott Miller	C-A
Brian Loesch	Suz
Andy Bruhn	Bul
OPEN TROPHY DASH	
John Ayres	Yam
OPEN A MAIN	
Greg Wison	Yam
Alan Busby	Tri
John Ayres	Yam

Spring Valley MX Clyde, TX Apr. 16, 1978 By Darlene Martin

MINI JR	
Mark Landry	Suz
Eddie Hood	Suz
Alan Smith	Suz
MINI SR	
Kenny Bolen	Suz
Bill Reynolds	Yam
Kerry Wrinkle	Suz
100	
Jimmy Smith	Suz
E. Lee Harris	Yam
Mike Landry	Suz
125 JR	
Ron Workman	Suz
Cliff Womack	Suz
Aaron Haire	Yam
250 JR	
Kevin Graver	Hus
Mike Lawler	Hon
Kelly Glenn	Kaw
OVER 30	
Robert Stout	Suz
Don Stearns	Kaw
Kay Jackson	—
125 INT	
Scot Martin	Suz
Randy Woodard	Kaw
Tate Walker	Hus
125 EX	
Nick Cordova	Suz
Morris Baker	Suz
Alan Spry	Suz
250 INT	
Louis Wooley	Suz
Gary Tucker	Hus
Mike Gibson	Hus
250 EX	
Nick Cordova	Hon
Mitch Milson	Hus
Danny Mitchell	Suz
OPEN INT	
Jay Smith	Mai
David Dahlgren	Yam
Bill Brooks	Mai
OPEN EX	
John Owen	Yam
Mitch Milson	Hus
John Poor	Hus

Short Track Perris Raceway Perris, CA May 6, 1978 By Phil Wulff

80 MINI	
Jeff Williams	Yam
Eric Stull	Yam
250 OPEN	
Terry Singleton	Ammex
Greg Beresford	Yam
500 NOV	
Steve Mainini	Yam
Greg Johnson	Yam
Richard Fleming	Yam
500 AM/EX	
Walt Foster	Yam
Don Keeling	Yam
4 WHEELERS	
MIke Chiatovich	5Hp
Donovan Faust	5Hp
Ken Chiatovich	5Hp
SLO-RACE T-SHIRT	
Jim Hayes	Hon

C.E.S. Promotions Plymouth Raceway Plymouth, CA Apr. 30, 1978 By Melinda Williams

250 NOV DIV I	
Bob Evald	Hon
Pat Schulte	Yam
Byron Estes	Yam
250 NOV DIV II	
Dan Dossey	Yam
Dan Schart	Hon
Jay Lewis	Suz
250 NOV DIV III	
Dann Silva	Hus
Jim Stewart	Mai
Bill Landers	Suz
80 MINI NOV	
Peter Feldman	Suz
Steve Machado	Yam
Donald Barnhart	Yam
50 MINI NOV	
Steven Kageman	Hon
80 MINI AM	
Bobby Moore	Mcs
100 MINI EX	
Brad Wilson	Yam
100 MINI NOV	
Curt Calozza	Yam
Bob Grijalva	Yam
OPEN NOV	
Guy Kennedy	Mai
Dan Steele	Yam
Rich McQuade	Suz
100 SPTSMN	
Sean Grotheer	Yam
Robert Harmon	Suz
Pat Venne	Yam
125 NOV DIV I	
Rick Evans	suz
Roger McCoy	Yam
Rod Williams	Suz
125 NOV DIV II	
Byron Estes	Yam
Robert Presley	Suz
Tom Estrada	Suz
125 NOV DIV III	
Willie Vance	Suz
Bill Kyer	Suz
Merrill McCostlin	Suz
250 AM	
Dave Thompson	Mai
Tony Sauer	Yam
Raymond Rust	Mai
250 EX	
Bob Myers	Mai
Randy Losh	Mai
Allen Berluti	Hus
OPEN AM	
Robert Stone	Mai
Steve Machado	Yam
Richard Mathea	Mai
OPEN EX	
Brian Jodry	Mai
Dan Waller	Mai
Richard Buttner	Yam
125 AM	
Vasco DeMello	Suz
Richard Collin	Yam
Dennis Brown	suz
125 EX	
Donnie Cantaloupi	Yam
Dana Waxham	Suz
Eric McKenna	Suz
POWDER PUFF	
Debra Jamerson	Suz
Lisa Guiffra	Yam
Kathy Holman	Yam
OLD TIMER NOV	
L.J. Dossey	Yam
Billy Hilton	Yam
OLD TIMER AM	
Ronald Neubauer	Yam
OLD TIMER EX	
Frank Hicks	Suz
Cloyse Hollard	Hus
VET NOV	
Jim Souza	Hus
Earl Rempfer	KTM
VET AM	
Jim McMahon	Mai
VET EX	
Redgie Mull	Mai
Steve Machado	Yam

TROPHY PICKUP

Brush Busters M.C. pick up trophies at District 37 races at Brush Buster camp. (19)

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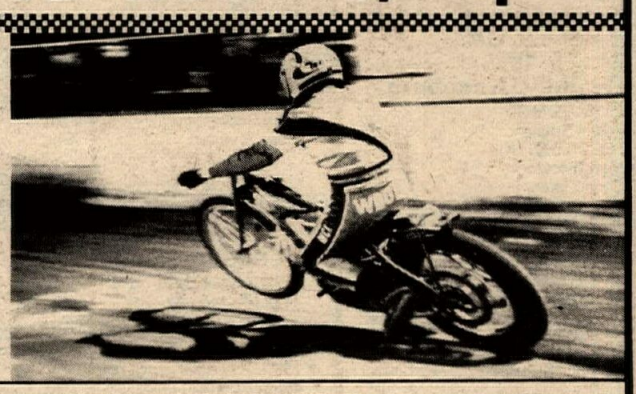

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JUNE 3 & 4

Racing World (Escape Country)

District 37 points AMA sanctioned
Entries open
75 min. races
Overnight camping $3 per vehicle
$3 spectator fee
$15 mail entry — includes entry to park for rider
$25 post entry
use any standard entry form — send with 3 S.A.S.E. to:
Anaheim Hi-Siders GP, 308 Berniece, Anaheim, CA 92801
for more info call: 714-772-9271 714-997-8615

ANAHEIM HI-SIDERS SO. CALIF.

AMA AMERICAN MOTORCYCLIST ASSOCIATION

CALENDAR

CHAMPIONSHIP EVENTS

AMA Championships

Grand National/ Camel Pro

5/21	OK City, OK	HM
5/27	Denver, CO	HM
6/3	Louisville, KY	HM
6/10	Harrington, DE	HM
6/18	Loudon, N.H.	RR
6/23	Santa Fe, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Gardena, CA	TT
7/15-16	Sonoma, CA	RR
7/22	Sacramento, CA	M
7/30	DuQuoin, IL	MI
8/4	Santa Fe, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	MI
8/27	Indianapolis, in	MI
9/3	Loudon, N.H.	RR
9/10	Syracuse, N.Y.	MI
9/17	Columbus, OH	HM
9/24	San Jose, CA	MI
9/30	Gardena, CA	HM

Toyota Supercross

5/13	Pittsburgh, PA
5/20	New Orleans, LA
6/24	Los Angeles, CA
11/12	Anaheim, CA

Mr. PiBB 125cc MX

7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Mr. PiBB 250cc MX

5/28	Lake Whitney, TX
6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA

Mr. PiBB 500cc MX

5/28	Lake Whitney, TX
6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA
7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Trans-AMA

9/24	Lexington, OH
10/1	Buchanan, MI
10/8	Unadilla, NY
10/15	Axton, VA
10/22	St. Peters, MO
10/29	Dallas, TX
11/5	Sonoma, CA

National Enduro Series Eastern Region

6/11	Hamden, OH
8/13	Ithaca, NY
9/24	Lancaster, OH
11/5	Cinnaminson, NJ

Central Region

6/18	Grand Rapids, MN
7/23	Bath, MI
10/1	Evansville, IN
10/15	Potosi, MO
11/12	Broken Arrow, OK

Western Region

5/28	Lobo's Inc.
10/1	Prairie Dawgs MC
10/8	Double Crossers MC
10/22	Mt. Baker MC
10/29	Far West MC
11/5	Redwood Scrambles
11/12	Reckling Dirt Riders

National Reliability Trials Series Two-Day

5/20-21	Rose City, MI
6/34	McMinnville, OR

One-Day

6/25	Forked River, NJ
7/30	Akeley, MN
9/24	McMinnville, OR
10/8	Rose City, MI
11/26	Richmond, CA

Observed Trials

6/22	Williamsport, PA
6/17	Escoheag, RI
6/18	Weyland, MA
8/27	Scotsdale, AZ
9/2	Euless, TX
9/4	Arab, AL

WERA National Road Races

5/13-14	Summit Point, WVA
6/3-4	Pocono, PA
6/24-25	B'hampton, NY
7/22-23	Aspen, CO
7/29-30	Lexington, OH
8/19-20	College Station, TX
9/2-3	Charlotte, NC
9/9-10	Indianapolis, IN
9/16-17	Wentzville, MO
9/23-24	Summit Point, WVA
10/8	Atlanta, GA
10/15	Hallet, OK
10/14-15	Rockingham, NC

Dragbike Drag Racing

5/20-21	Dallas, TX
5/28	Richmond, VA
6/10	Englishtown, NJ
6/24-25	West Salem, OH
7/1-2	Epping, NJ
7/9	Atco, NJ
7/22-23	Eastport, NY
7/29-30	Union Grove, WI
8/12-13	Minneapolis, MN
8/20	Freemont, CA
9/23	Syracuse, NY
9/9-10	Kent, WA
10/7-8	Epping, NH
10/21-22	Las Vegas, NV
11/18-19	Gainesville, FL

IDBA Drag Racing

5/20-21	Ft. Worth, TX
6/3-4	Atmore, AL
6/9-11	Bowling Green, KY
7/14-16	Louisville, KY
8/5-6	St. Louis, MO
9/22-24	Memphis, TN
10/13-15	Gulfport, MS

Olympiad

9/17	Orange, CA

S.C.O.R.E. OFF Road Events

6/8-10	Baja, CA
8/25-27	Riverside, CA
10/6-8	Parker, AZ
11/9-12	Baja, CA

World Championships

Road Race GP

5/14	Italy
6/24	Holland
7/2	Belgium
7/23	Sweden
7/30	Finland
8/6	Britain
8/20	West Germany
8/26	Czechoslovakia
9/10	Yugoslavia

Tourist Trophy

6/3-9	Isle of Man

Formula 750

5/21	Spain
5/28	Austria
8/28	Belgium
9/3	Holland
9/10	America
9/17	Canada
9/24	West Germany

500cc MX

5/21	Finland
5/28	Sweden
6/4	America
6/11	Italy
7/2	Great Britain
8/6	Belgium
8/13	Luxembourg
8/27	Holland

250cc MX

5/21	Czechoslovakia
5/28	Yugoslavia
6/4	Austria
6/11	West Germany
6/18	Great Britain
7/2	France
7/30	America
8/13	Sweden
8/20	Finland
8/27	Russia

125cc MX

5/21	Yugoslavia
5/28	West Germany
6/4	Switzerland
6/11	Poland
7/23	America
8/13	Spain
8/27	Czechoslovakia

Observed Trials

5/28	West Germany
6/11	America
7/16	Italy
7/23	Austria
8/20	Sweden
8/27	Finland
9/24	Czechoslovakia

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

SPEEDWAY RACING
Inland Speedway, San Bernardino, CA. Class A. First race 8 p.m. 213/446-0969.

CMC NIGHT MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $8, CMC lic. req'd. 33% Trophies. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

CMC NIGHT MOTOCROSS
Ascot Rcwy., Gardena, CA. Harbor and 405 Fwys. Prac. starts 6:00 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. $8 pro P.B., trophies. CMC Lisc. reqd. 213/323-1142

Thursday

SPEEDWAY
Ascot Park, Gardena, CA. 183rd St. and S. Vermont Ave. Purse $1275/30%. Sign up 5:30 p.m., first race 8. 18 events. Front gate $3.50, $2.50, $1, under 9 free, w/adult. 213/321-5323, 323-5055.

Friday

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

SPEEDWAY RACING
Orange County Fairgrounds, Costa Mesa, CA. 88 Fair Dr. Class A. First race 8 p.m. 714/492-9933.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac-7 p.m., race 8. Memb. Reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb Reqd. med. cov. No pit riding. 213/881-5778.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, Vet. 125% Pro P.B., 30% Trophies. Gates open 5 p.m., race 7:30. 408/245-8448, 415/651-2546.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd., South. All classes + Vets, O.T. 100% P.B. Entry $8. Gates open 5 p.m., prac. 6, race 7:30. 916/363-2653.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse of 30% of Gate. Entry $5. Start 8 p.m. must register 2 weeks in advanve. 405/681-7102.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

AMA TT/SHORT TRACK
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Peris Rcwy., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $4 . 30% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. All classes. 100% P.B. Entry $6, $8 Experts. Class C traction. Sign up 5 p.m., prac. 7, race 8. 916/342-9302, 342-4216.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Til May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, race 10. 206/667-5701.

Sunday

CALIFORNIA

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

May 19

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. for info 209/897-4362, 291-4277.

May 19-20

RUSS DARNELL MOTOCROSS SCHOOL
Byron Motosports Park, Byron, IL. all ability, all ltypes of riding welcome. Learn Pro lines, relaxing, how-tos, etc. Entry $40 per student. For entry or reservations call Russ at 213/367-1722 or 767-1854.

May 20

CALIFORNIA

D-36 SEMI-PRO SHORT TRACK
Town and Country Fairgrounds, Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates op½en 3:30 p.m., prac. 5, race 7. All classes. Aragon M.C. 415/892-5350.

AMA ARCHIE CLARK MEMORIAL SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Btwn. Stockton & Lodi, 8 mi. East on Frontage Rd. All classes. Semi-Pro P.B. Entry $6, no riders ins. $3, 2nd bike. O.T. race. $50 gift certificate for special Plate race, gate prizes. 209/931-3722, 368-7182.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2502, 657-8917.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc classes. Entry $5, $7 Ex. 100% p.b. to Ex. Prac. 6 p.m. 408/899-2401, 394-8225.

TEXAS

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa County Club on NM Hwy 273. All classes & Womens, OT. 100% Pro P.B., 33% Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per yar. 915/584-3802.

May 20-21

WRA HIGH DESERT CHAMPIONSHIPS
Riverside Int'l. Rcwyh, Riverside, CA. 125 thru Open classes. Entry $100, $10 Ins., $4 gate fee. Free O/N parking. 50% cash P.B. WRA P.O. Box 693, Downey, CA 90241. 714/69-6114.

D-37 GREENHORN ENDURO
Anderson Dry Lake, Lucerne Valley, CA. A, B, C, Sr, Women 175 thru Open classes. Entry $23, $11.50 Sat. only. $1 extra 3-man teams. Entry & 3 SASE to PMC/Jack Garrett, 719 Virginia Ann Dr., Azusa, CA 91702. Approx. 300 mi., IRRC, Post entries no extra charge. 213/969-2887, 335-6268.

May 21

CALIFORNIA

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $10, $15 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membeship required. 100% T-Shirts. 213/830-7519.

COORS TRANS-AME MOTO-CROSS SERIES $3000 PRO PURSE
Racing World, Trabuco Cnyn, CA. 30 to 500cc Classes. $1000 Purse 125/250/500 Pros 30% Trophies to Sptsmn. P.B. 10 places. Special Prizes. Track Announcer Joe Vieira. Memb. Reqd. Entry Pro $25 mail, $35 post, Sptsmn $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsmn prizes. Gates open 7, Prac 8, Race 9. Mail Entry AME P.O. Box 1421 Reseda, CA 91335. 213/881-5778.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes. 30% Trophies. Entry $12, $8 Sptsmn, Pro cash P.B. Gates open 7 a.m., Prac. 8, race 9. Membership required, med coverage. Free O/N camping. 213/881-5778.

AME MINICROSS
Racing World, Trabuco Cyn, CA. 50 to 105cc class. 30% Trophies. Entry $8. Prac. 7-8, Race 8. Memb. Reqd., Med cov, O/N Camping. 213/881-5778.

CMC $1500 PURSE MX
Saddleback Park, Orange, CA All classes. Entry Sptsmn.-$7 mail, $10 post, Pro- $15 mail, $20 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC liscense required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 40 — Channel CB to Sptsmn 714/557-3323.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7 Beg, Nov, Am, Es, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRAIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA., 35 or Older. Sr. A & Sr. B; Am., Ex., Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

DESERT WHEELS MOTOCROSS
Edwards AFB, CORNER Forbes and Lancaster Blvd, CA. All classes. 30% Trophies, Cash to Pros. Entry $8, $10 Pro. Free O/N camping. Race 9:30 a.m. 805/942-9624.

AME/D&C MOTOCROSS
Argyll Park, Dixon, CA. 12 mi. south of Dixon on H-113. All classes. 100% Pro P.B., 30% Trophies. Entry $10, $15 Pro. O/N camping. Prac. 7:30 a.m., Race 9. 415/686-3172.

AMA SEMI-PRO MOTOCROSS
River Front Park, Marysville, CA. New entrance at 1st & F St. All classes, PP, OT, Vet. 100% Ex P.B., Entry $15 EX & $1 for Ins, Others $10, inclds Ins. Free comaping, Paved pits. A.M. - all minis, P.P., 100 thru Open Novs. — Race 8:30 p.m. — all AM, Ex, OT, Vets, Sign up 10, Prac. 1, race 1:30.

AMA SHORT TRACK
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% P.B., 30% trophies. Entry $6 per bike, $3 Spectate. Gates open 8 a.m., Race 12:30. Class C traction. 415/634-3328, 634-1667.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Bradway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med. coverage. 805/937-6171.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. (714) 749-2525, 479-1572.

D-37 POINT RUN TT
Elsinore Rcwy, Elsinore, CA H-71 at Lugonia. All clases. Same Day Trophies. 8 a.m., Prac. 9, Entry $4. Riders M.C. 714/826-2386, 674-5383.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

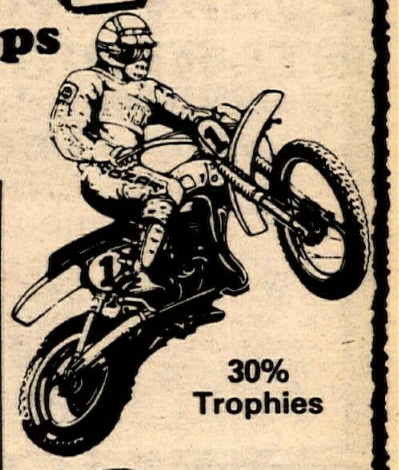
MAY 27/28 Bishop, CA Memorial Day Weekend

Coors AMERICA'S FINE LIGHT BEER

Coors TRANS AME 78

Motocross Championships Finale

"Let's Go-to-the Races"



SAT. Sportsmen
All Classes
mail $10
post $15
Sat. Night Movies & Camping

SUN. Pros
100, 125, 250, 500
mail $25
post $35
Int.
Sun. $10 mail
Sat. Sun. $15 mail
$20 Post

30% Trophies

electro HELMETS $8,020.00 CONTINGENCY PROGRAM

BOSCH Spark Plug BOUNTIES

SPERINO $1,080.00 CONTINGENCY PROGRAM

Grand Prize Drawing

Special Grand Prize Drawing
E-400 Honda
Pit Generator
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MAY 21
$3000 Pro Purse
30% Trophies
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If you've got the goods,
we've got the connections

Good Time National
Aug 5 —
Minibike National
Aug. 6 —
Motorcycle National
Lake Whitney, Texas
for info 713-482-2504

PERRIS RACEWAY
(714) 960-2501, 657-8917
Every Saturday Night TT & Short Track
MAY 20 - ST/TT Scrambles
MAY 21 - Open Practice

WASHINGTON MOTORCYCLE ROAD RACING ASSOCIATION

4th ANNUAL TEAM ENDURANCE RACE

6 HOURS ~JUNE 11th

410 BOX-STOCK 550 CAFE
OPEN BOX-STOCK OPEN CAFE

SEATTLE INTERNATIONAL RACEWAY

pre-entry required by June 1st
PHONE (206) 246-9700
or write:
WMRRA 4360 S. 178th Seattle, Wa. 98188

JUNE 10th

GP AND SIDECARS

100% Trophies to all Sportsman Classes

$1500.00
DeANZA CYCLE PARK
The Motocrossers Paradise
MAY 21, 1978
No Membership Required

$50.00 Added per Expert Class

YOR

SPORTSMAN CONTINGENCIES
$25, $10, & $5 gift certificates, free photos, free racing entries with gate pass to the top four riders in each class.
(Grab Style) plus Bel Ray product to last place rider in each class

BEL-RAY

TRACK SIDE PHOTO

Member Sportsman $7
Non-member Sportsman $9
Member Experts $12
Non-member Experts $14

Sign up 7:30
Practice 8:30
Race 9:30
100% Trophies to Minis every week

Pizza 'N' Stuff

Clean Family Park - Free Camping
Pay 1 gate fee on Saturday and stay all weekend.
Natural Motocrossers track, lots of trails, hill climbs.
714-653-5840 or 653-7979 213-531-8603

A Fun Race in
A Fun Place
CACTUS PETE'S CASINO
at
Jackpot, Nevada
96 Mile
Cross Country

JUNE 18
Write Hale or Hayden
PO Box 198

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

CRC
213-830-7519

Motocross Race Schedule

May 21 - Indian Dunes
May 28 - Racing World
June 4 - Indian Dunes
June 11 - Racing World

$3,000 Medical
Membership Required

AFM Road Racing Schedule

ND Spark Plug Series

June 4—Sears Point
June 18—Ontario

American Federation of Motorcyclists
714-523-3892 916-392-0611

Public lands belong to all of US.
(Ride sharefully.)
ANCRA MOTORCYCLE ACCESSORIES

CMC/Kawasaki MX Series
April, May, June —
2nd & 4th Sundays
CMC license required
Saddleback Park
714-558-1584

ADRA Race Schedule
2nd Annual
WHITE MOUNTAIN 100
Desert Race
MAY 28, 1978 10 am
(602) 252-1900
Arizona Desert Racing Assn.

D-37 HARE & HOUND
Red Mountain, CA. Limed from Red Mtn. on Trona Rd. All desert classes. Entry $9.25. Beg., Trail Nov. go one loop. Start 9 a.m. Masterlinks Virgin Run. 2x35 mi. loops. Rescue 3. 213/695-5405.

J'HONT/CMC MOTOCROSS
Prairie City OHV Park, Sacto, CA H-50 to Prairie City Rd. — R. to Whtie Rock Rd. R. to track. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $15, Pro, $10 others. Gates open 6:30 a.m., prac. 8, race 9. O/N camping. 408/245-8448, 733-9545, 996-0987.

HIGH DESERT ROAD RUN
STart Southland Cycle Center, Garden Grove, CA. Approx. 200 mi. run to desert. All riders welcome. Start 8 a.m. 714/893-5091. Center on 8141 Garden Grove Blvd., 1 blk. E. of Beach.

CMC SEMI-PRO MX
Crown 9 Motosport Pescadero, CA. 17 mi. South of H-92 on H-1 to Pescadero trunoff. 3 mi. East to Park. All classes. 125 thru Open Nov, Int Prac 8:30 a.m., race 9. Mini, OT, 100, Beg, Pros Prac after a.m. races. P.B. to Pros, 30% Trophies. Entry $8 mini, Beg, $10 Sptsmn, $15 Pro. Free camping. 415/355-4760, 879-9989.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. B ox 2601, Castro Valley, CA. (415) 582-9211.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100 % Pro P.B. Entry $10, $15 Pr. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

IDAHO

MOUNTAINEER CROSS COUNTRY
Smelterville, ID. I-90 to Smelterville, Exit #48. 125 thru Open classes. $100 first overall, brass, medals to first three, finishing patches. Entry $10 pre, $15 post. Start 11 a.m., race 50 mi. 208 682-2022, 784-9011.

TEXAS

MOTOCROSS
McAllen MX Park, McAllen TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. (512) 686 4181.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or Shine. $705 guaranteed purse or 50% if gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 IEx. Nov, prac 8 a.m., race 9. Int/EX prac 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

UTAH

CHERRY CREEK HARE & HOUND
Eureka, UT. 125 thru Open, Nov, AM, Ex classes, Jack Benny class, Dinosaur class for bikes 300 lbs. and up w/push rod engines. Top 20% trophies, finsher pins. Entry $14 mail, $17 post, Entry to SLMC Box 1711, Salt Lake City, UT 84110. 503/288-6621.

WASHINGTON

WMRRA ROAD RACE
Seattle Int'l. Rcwy, Kent, WA. H-18 East of I-5. 550-Open Cafe, 250, 410, 750, Open, Box Stock, 125 thru Open single & multi GPs, Sidecars. 75% P.B. to 125 thru Open GP Multi, Trophies to Ams. Entry $15, $20 money class Gates open 8 a.m., prac 9, race 11. 206/246-9700.

ROUGH SCRAMBLES
Centrailia Mudslingers track, Centralia, WA. Ex-88 off I-5, towards Tenino, left on Jare Rd. Mini thru Open classes. Entry $6. Prac 10 a.m., race 10:30. 206/748-0357.

MOTOCROSS
Hillside MX Track, Moses Lake, WA 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top AM of 6-race series win RM80. Entry $7, $12 Pro. 509/663-2433.

May 21-22

CMA ISDT QUALIFIER
KXA Grounds, Kamloops B.C., Canada. 50 thru Open and club, tema classes. Pre Entry $30, $50 if postmarked after May 6, $60 Post. $20 per team, $10 per club (each 3 bikes). GKMA P.O. Box 2121 Station A kamloops, BC, Canada. 604/376-7987, 374-0411.

May 26

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

May 27

CALIFORNIA

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates open 5 p.m., prac. 6:30, race 7:30. 714/960-2501, 657-8917.

D-36 SEMI PRO SHORT TRACK
Monterey Fairgrounds, Fairgrounds Rd. and Casa Verde. Mini, 100 thru 500cc classes. Entry $5, $7 Ex. 100% p.b. to Ex. Prac. 6 p.m. 408/899-2401, 394-8225.

COLORADO

DENVER GOLD CUP M/C RACES
Colorado naional Spdwy, CO. North on I-25 to Erie Ex, 116, service road to track. Camel Pro Series ½ mile. Tickets $10, $8. Gates open 4 p.m., racing 8. 303/433-8331.

May 27-28

COORS TRANS-AME MOTOCROSS SERIES FINAL $3000 PRO PURSE
Bishop, CA. Sptsmn. Sat. — Qual. for Sun. Pro prac. 80 to 500cc classes. $1000 purse 125/250/500 Pros. 30% trophies to Sptsmn. P.B. 10 places. Special prizes, drawings, Bosch bounties, contingencies. Memb. reqd. Entry Pro $25 mail, $35 post, Sptsmn. $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsmn. prizes. Mail Entry AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MEMORIAL DAY TRIALS
Red Dog, near Colfax, CA. All Classes. Entry $4, Non-Mem. —$5. Start 10 a.m. Differen gates for Novs. Field Trials Sat., Class A Sun. 916/753-2664.

May 28

CMC/KAWASAKI MOTOCROSS SERIES
Saddleback Park, Orange, CA. All classes P.B. to pros, Trophies to Sptsmn. Post entry only. CMC Memb. Reqd. Gates open 7:30 a.m., Prac. 8, Race. 9. Kawasaki 250 to rider w/hi points. 714/558-1584.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 m. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. 33% same day trophies to Sptsmn. O/N camping. P.B. to mini, 100, 125 Pros. Prac 8 a.m. Race 9 Memb. required. 300 Pomona Mall West, Pomona CA 91766. 714/622-0773.

AMA SHORT TRACK
Salinas Airport, Salinas, CA. H-101 & Airport Blvd. 100 thru Open & Mini Bike classes. 100% P.B., Entry $5, $7 Ex. Prac. 10:00 a.m., race noon. 408/899-2401, 394-8225.

J'HONT/CMC MOTOCROSS
Hollister Hills, Hollister, CA. All classes + O.T. & Vets. Entry $10, $15 Pro. 100% Pro P.B., 30% Trophies to Sptsmn. Gates open 6:30 a.m., prac. 8, race 9. O/N camping. 408/245-8448, 733-9545, 996-0987.

CMC $1000 MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race)

CRC MOTOCROSS
Racing World, Escape Country, Trabuco, Cyn., CA. All classes. 2 motos and cash for Pros., 3 motos and 30% trophies for Sportsman. Entry $10, $13, Pro, Membership required. Gtes open 7 a.m., prac. 8, race 9:30. 213/830-7519.

MOTOCROSS
Cycle Haven Pk., Long Beach, LCA. Across from L.B. Naval Base, 1 Blk. East of V. Thomas Bridge. All classes. 33% Trophies. Entry $8, $12 Pros. $2 gate adm. Prac. 7:30 a.m., Race 9. (213) 832-6844, 547-1818.

S.A.M. HSMX
Saddleback Park, Orange, CA. All classes. 30% Trophies, Qualifying for Varsity and JV letters, Athletic awards. Entry $10. CMC license reqd. Parent approval form reqd. Gates open 7:30 a.m., prac. 8, race after. Decals and contingencies from Duralube, Super Seer, PJ1. 714/559-0199.

AMA SHORT TRACK
Pioneer Arena, Oakdale, CA. 500cc & under classes. Entry — $5. Class C traction. Semi-Pro 100% P.B. 209/847-5558.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

OPEN PRACTICE
Perris Rcwy, Perris, CA. H-74, off at Ellis Ave. West side. Sidehacks invited. 714/960-2501.

CMC ROAD RACE
Ontario motor Speedway, Ontario, CA. GP, Prod., Cafe, Super Cafe, Beginner classes. Prize money and trophies. 3407 W. Olive, Burbank, CA 91505. 213/842-7433. Entry $16, $20 Post.

ERA GOLD MINER FAMILY ENDURO
South of Red Mountain, CA. Limed from H-395 and Golf Course. All classes, Women. Entry $15 post, $12 pre, three loops, $13 post, $10 pre 2 loopes, $10 post, $7 pre 1 loop. Start 7:30 a.m. P.O. Box 3929 Torrance, CA 90510. 213/373-7109.

D-37 HARE & HOUND
Soggy Dry Lake, Lucerne, CA. All classes. Entry $9.25. Beg., Trail Nov. 1 loop. Start 9 a.m. 3 Easy, fast, fun loops. Desert Foxes 8th Ann. Fox Hunt. 714/750-6333.

CMC MOTOCROSS
Dunlap Cycle Park, 148 mi. E. of Frsno on Hwy. 180 to Dunlap Rd. turn right, 4 mi. to track. All Classes. Entry $10, $15 each day of Annual 2-day event. 40% trophies to Sptsmn each day, 150% Pro P.B. each day. Free O/N camping. 4114 W. Dakota, Frsno, CA. 209/268-1148.

COLORADO

WERA ROAD RACE
Pueblo Motorsports, Pueblo, CO. Rt. 50, West of Pueblo. All classes & Beginnrs. Trophies. Entry $22, $7, $5. WERA memb. reqd. 303/751-2263.

IDAHO

SIDRA CROSS COUNTRY
Nampa, ID — 20 mi. south on US-45 to Sanke River, follow signs. All SIDRA classes, Women, Over 39. 40% Trophies. Entry $10, $5 minis. No mail. Sptsmn 1 loop for pins, MINIS RIDE SEPARATE course. 208/466-8523.

NEVADA

AMA MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro P.B. Entry $15, $20 Pros. Sign-up 6:30 a.m., Prac. 7:30, Race 9. Sptsmn — 2 motos Sun, 1 Mon. Ex — 2 motos Mon. 702/673-4908.

OREGON

OREGON STATE ENDURO
Lees Camp, OR. 125 thru Open AA, A, B classes. AMA National Championship Enduro. 125 mi. Patches and finisher pins. Entry $15 per rider, 240 limit Start 9:01 a.m. to 14000 S. Forsythe Rd., Oregon City, OR 97045. 503/637-3725, 656-5801.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. All classes. Prac. 10 a.m., race noon. 405/341-2833.

TEXAS

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. 8 mil S OF Whityney on H-22. Nov thru Ex classes. $705 purse. 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd.; follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry:$5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

WASHINGTON

MOTOCROSS
Thurston Country OHV Pk, WA. 16 mi. West of Olympia on H-8. All classes. Trophies only. Pros welcome. Entry $6. prac. 9:30 a.m., race 10:30. 509/753-8136.

May 28-29

MOUNTAIN STATES MOTO-CROSS CHAMPIONSHIPS
Sunday — Corvallis, MT, Monday-Missoula, MT. All classes. Guaranteed minimum purse $5000 p.b., 30% trophies. Entry $7, $15, Ex. Beg, Am, 100 Ex, OT. Prac. 8, race 9. Ex, Minis prac. 12:30, race 1 p.m.

May 29

MEMORIAL DAY GP
Corona Rcwy, Corona, CA. All classes, Women. 25% Trophies, 100% P.B. to Pros, 100% Finisher Pins. Entry $10 mail, $15 post, $8 team race, $4 relative race. 45 min. races, 30 min. relative race. 3 — plates, spark arrestors reqd. Prac 8 a.m., first race 9:15, Pros 10:15. P.O. Box 388, Corona, CA. 91720. 714/689-1913.

June 2

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

June 3

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa Country Club on NM Hwy 273. All classes & Womens, OT. 100% Pro P.B., 33% Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per year. 915/584-3802.

June 4

CALIFORNIA

BEL-RAY USGP OF MX
Carlsbad Rcwy, Carlsbad, CA. I-5 to Palomar Airport Rd, East to track. 500cc GP and 250cc Support classes. Tickets $9 advance, $10 raceday. Kids under 12 free. First moto 12:30, first 500 GP 1:10 p.m. P.O. Box 892, San Juan Capistrano, CA 92675. 714/831-7141.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Cign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRIALS SENIOR CHAMP—IONSHIP
Saddleback Park, Orange CA, 35 or Older. Sr. A & Sr. B; Am., Ex.,; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro— $15 mail, $20 psot. Gates open 7:30 a.m., Prac 8, race 9:30. CMC liscense required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA92626. Every 1st Sunday a CMC points race. 714/557-3323.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100% Pro P.B. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 a.m., race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

WASHINGTON

MOTOCROSS
Hillside MX Track, Moses Lake, WA. 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top Am of 6-race series win RM80. Entry $7, $12, Pro. 509/663-2433.

June 10

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H!99. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

June 11

AMA MOTOCROSS
Plymouth Raceway, Plymouth, CA H-16 East from Sacramento., H-49 S. from Placerville, H-49 N. from Sonora, 100 thru Open, OT, Vet, PP, Mini class. 100% Ex P.B. Entry Ex. $15 & $1. Sptsmn $10 post $8 mail P.O. Box 221, Sutter Creek, CA 95685. 125-Open Nov, 100 Sptsmn, Minis, PP Prac. 7:15 a.m. morn event, race 1 p.m. 209/267-0312.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Calub events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex. $9 others. Gates open 6:30 a.m., Prac. 8:30, Race 9. 415/634-3328. 634-1667.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

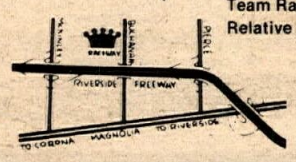
CORONA RACEWAY
3RD ANNUAL MEMORIAL DAY GP

Dr Pepper
100% payback to PROS
MAY 29
100% FINISHER PINS
COMPLETE COURSE
Corkshrew AND Hangmans Tree ALSO Chicken Delight Daves Downhill Drop
-SPECIAL RELATIVE RACE- RACE ONLY $4.00 PER RIDER 30 MIN. RIDERS MUST BE RELATED!! FATHER - SON CLASS BROTHER - SISTER CLASS MOTHER - DAUGHTER CLASS
45 MINUTE RACES
25% Trophies
SILENCERS MANDATORY
MONDAY MAY 29
3 number plates required

ENTRY FEE - $10.00 (Mail)
$15.00 (Post)
TEAM RACE- $8:00 (each)
RELATIVE - $4.00 (each)

Gates Open 7:00
Practice....(0-125) 8:00
Practice....(250-500) 8:30
All 0-100's &Women 9:15
125-250-500 Pro's 10:15
All 500's & Vets 11:15
All 250's 12:30
All 125's 1:30
Team Race 2:30
Relative Race 4:15

Entry blank in last week's Cycle News



Friday Night MX
Gates Open 5:00 PM

RACING WORLD
ESCAPE COUNTRY
Southern California's only motor recreation park with OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Racing Schedule
MAY 21 Trans-AME $3,000 Purse
MAY 28 CRC Motocross

CRC TENDERFOOT ENDURO
JUNE 4
CALIFORNIA CITY
2 loops CRC Points
8 am start
C riders under 16, mini's, & women go 1 loop
mail $10 post $13 non-members add $12
info: 714-689-6114 days
portions will be filmed for Peter Starr's movie "Take it to the Limit"

Cycle News want ads are CHEAP! see Want ad blank.

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2 — 40 minute motos
Sportsmen — 2 — 30 minute motos
Info: 714-495-4771

Minicycle Motocross
AME
May 19 — Indian Dunes
May 21 — Sprockets Park
May 26 — Indian Dunes
American Minicycle Assn.
213-881-5778

TT Every Saturday Night
Speedway Practice Every Sunday
U.S. Minicycle Racing Assn.
MX Every 2nd & 4th Sundays
Elsinore Raceway
714-826-2386 714-674-5383

WANT ADS

Help Wanted

Honda Parts Person
Must be experienced. Immediate opening. Apply at Honda North County, 338 No. Broadway, Escondido, CA 92025. (714) 746-5711. (20)

Motorcycle Engineer
Qualified Motorcycle Engineer. Married with 2 children. 22 years experienced specializing in reboring, resleeving eng/G/Box o/hauls, crankshaft building, wheel building, frame and electrical work, Jap. and British motorcycles. Inc. T.I.G. aluminum and magnesium welding, gas and arc welding. Machine work, helicoil thread specialist with 16 years motorcycle race experience. Phone soonest (714) 582-1776. (20)

Service Manager/Writer
Honda/Kawasaki motorcycle dealership has excellent opportunity for service manager and or service writer. Great working conditions. Tri-City (714) 821-4710, ask for Colman. (20)

Experienced motorcycle mech.
Must be able to work on all types of Yamahas. Excellent wage potential. Apply Simi Valley Yamaha, 2902 Los Angeles, Simi, CA 93065. (805) 522-3434. (19)

Want Journeyman Harley-Davidson mechanic
For work in largest, exclusive Harley dealership in Washington State. Must be experienced, have references and want steady year around employment. Salary negotiable. Send resume to Harley-Davidson of Washington, 14210 N.E. 20th, Bellevue, WA. (20)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Honda/Kawasaki
Parts, sales & service. Applications now being taken. Experienced, aggressive energetic person only. Orange County No. 1 volume dealership. (714) 842-5751 or (714) 541-8694. (TFN)

Parts Manager, Mechanic, Sales
Must have Honda-Yamaha experience. Paid vacations and holidays. Send resume to: P.O. Box 34423, Bethesda, MD 20034. (301) 428-0030. (20)

Honda mechanics
Large Honda dealer in Western Massachusetts needs experienced mechanics now! Excellent income potential, plenty of work. Contact Andy Popoli, Popoli's Honda, Rt. 20, Westfield, MA 01085. (413) 562-5661. (19)

Honda mechanic wanted
Commission, five-days a week, year round employment and benefits. Ask for Paul (714) 531-0742. (TFN)

Service Manager
Excellent opportunity for ambitious, aggressive, take charge orientated individual. This is a large, well established Honda dealership in the Los Angeles area. Paid plan & benefits. Mail short informal resume to: Cycle News, P.O. Box 498 Dept. DP, Long Beach, CA 90801. You will be contacted for a confidential interview. (21)

Move to Billings, Montana
Need experience motorcycle mechanic for Yamaha and Suzuki dealership. Totally new store, excellent working condition and benefits. Ask for Bill Young, call (406) 652-1130. (19)

Honda/Yamaha mechanic
Imm. opening for mechanic with Honda-Yamaha experience. $9.00 per mfg. flat-rate hr. Located in beautiful northwest. Plenty of work. Call Bob or John (503) 673-0939. (19)

Yamaha mechanic needed
Call collect, ask for Biscuits, Cycle Town — San Rafael, CA. (415) 456-0335. (20)

Opportunity knock!
Large new Honda dealer needs super sharp parts & accessories salesman, and one dynamite motorcycle salesman. Top money paid for the right man. Apply at California Honda (213) 272-3559. (21)

Honda Kawasaki flat rate mech.
Parts & sales help wanted. Here's your chance to join the fastest growing dealership in the Southeast. Immediate openings for experienced people. Call Bob Dellorto (813) 971-8171. (21)

Yamaha mechanic wanted
Experienced only. Good hours and good pay. Contact: Dale Modern Cycle, 225 E. Baseline Ave., San Bernardino, CA. (714) 884-6464. (20)

Yamaha salesman
Experienced preferred for South L.A. Shop. Good pay and benefits. Send resume. P.O. 3704, Long Bech, CA 90803. (19)

Honda Yamaha mechanic
Experienced, dependable mechanic for year-round work in Eastern Oregon. Call Tom (503) 567-8919 or (503) 567-6864. (20)

Harley-Davidson-Kawasaki
Of Spokane, WA; needs 2 H-D mechanics and 1 Kaw. mechanic. 1-2 years experience necessary. Write or call Gene Rogers, E. 123 Sprague, Spokane, WA 99202. (509) 747-5171. (19)

Honda/Kawasaki mechanic
Experienced — full time. Great working conditions. Paid holidays & vacations. Tri-City Cycles. Ask for Joe or Colman (714) 831-4710 (Anaheim). (20)

Honda/Kawasaki Parts
Experienced, full time counter help. Good working conditions. Tri-City Cycle (714) 821-4710, ask for Colman. (20)

Sale Accessories
Large retail accessory store. Person must be neat, reliable & organized. Good references. Excellent opportunity leading to management. Call Mr. Bosh (213) 999-2811. (20)

Parts Person wanted
Experienced person wanted for Parts Department due to increased business. Good salary & benefits. Apply: Long Beach Yamaha (213) 597-3317. (20)

Honda mechanic wanted
Experienced, tools, full time, plenty of work. Excellent working conditions. (805) 495-7079, ask for Bob. (20)

Wanted: Parts Person
Parts person, Honda/Kawasaki experience preferred. Paid vacations, health insurance. Five days week. Contact: Ed at Norm Reeves Motorcycles (213) 531-1225. (20)

Experienced motorcycle salesman
Large, modern Honda dealer, 5 days, paid vacations, medical insurance available. Kolbe Cycle Sales (213) 348-7865, ask for Rick Rogers. (19)

Top notch salesmen
Needed for 2 positions in high volume So. Cal. dealership. Must be sharp, top caliber. Contact: Whittier Kawasaki (213) 945-3494. (19)

Honda parts person wanted
Experience desirable — pay commensurate with ability. Paid holidays — paid vacation — medical plan. Phone Bob Emde, Honda of Oceanside (714) 433-6830. (19)

Salesmen look!!!
Aggressive salesmen needed to sell new exclusive products. We pay 10% commission. Most territories open. Phone (801) 272-7472 or write Pro Racing Products, 3639 So. 2110 E., Salt Lake City, Utah 84109. (19)

Motorcycle mechanic sharp!
With tools, with parts sales experience. Top position, no lay-offs, basic guaranteed, plus excellent percentage. The Outrider, 10545 W. Pico Blvd., Los Angeles, CA 90064. Mr. Anton for appointment (213) 879-3350. (22)

Mechanic
Yamaha & Kawasaki experience desired. Encino cycle (213) 345-0475. (19)

Honda Parts Person
Apply Lakewood Honda, 11747 E. Carson, Lakewood, CA. Ask for Steve (213) 860-1354. (TFN)

Honda BMW parts man & mech.
Large motorcycle dealership. Excellent salary, plus commission, paid vacation, uniform furnished, excellent working conditions. (714) 831-0122, ask for Radwan. (20)

Yamaha mechanic wanted
Full time, experienced only. Call: City Cycle Center (213) 861-6217, ask for Dave. (21)

MX riders wanted 125cc & 250cc class
Southern Calif. Kawasaki is seeking two riders in the 125 and 250 classes. Partial sponsorship available. For information call: Southern Calif. Kawasaki, 607 W. Katella Ave., Orange, CA 92667. (714) 997-3780. (19)

$2,000 per month
We need mechanics with that kind of ability. We are the biggest, busiest, best equipped shop around. Out of state welcome. Contact DMG Maico/Suzuki, 1505 S. Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 833-1301. (19)

Suzuki/Maico Salesman
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Top pay
Top parts counterman. If you are ready for the big league, we have a job for you. Out of state welcome. Contact DMG Maico/Suzuki (213) 832-6844 or (213) 833-1301. (19)

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Like new, great buy at $610. (213) 377-1403. (19)

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Good condition, new piston, runs great. (714) 892-8606. (19)

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Ridden 2 times, like new, $1495.00. (209) 875-5648. (19)

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RM125C $985, RM250C2 $1385, RM400 $1495, big discounts on parts. (714) 734-2901. (19)

'76 Maico AW 250
Wedge barrel, W/M up pipe & forks, S&W shocks, xlnt. cond. $625. (213) 447-3772. (19)

'77 YZ400D Yamaha, $1,100.00
Excellent condition, MX and desert tank, skid plate, very dependable. (213) 634-0234. (19)

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Like new — raced 5 times. $1600.00 cash for trade for '78, 390 Automatic. Phone (916) 482-8923 days only. (20)

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Good condition, needs only jetting. New pipe, spare enduro tank, new Mulholland shocks. $400.00 as is or best offer. Before 6 p.m., ask for Dave (213) 678-4084. (20)

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3 cylinder Cafe style w. Bubble fairing, disc brakes, runs good, $600.00. (213) 964-7278. (19)

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Custom nickle plated frame, Simon's forks, 17½ Fox air, hand built alloy tank, gold anodized wheels, 17" rear, very fast, super trick inside & out. $3000.00 cash. (916) 244-2663. (18)

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250 HONDA ELSINORE MT, 1974. New pist. & rings, $375. 360 Yamaha, 1971, Betor forks, Konis, 250 KTM, 1976, new front end, $875. After six (805) 495-9671. (18)

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Stored this last four years, $1300. Runs great. (415) 726-9625. (18)

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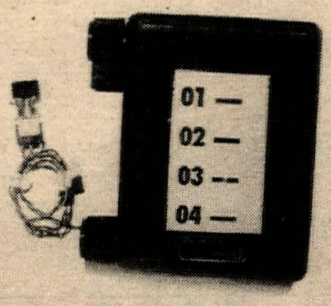
FMF pipe & porting — Bassett aluminum swingarm, Fox air forks — Works Performance shocks — heavy rims & spokes — 38 Mikuni — race ready. Only $695.00. (213) 923-3165. (19)



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Metzelers, ported, Mikuni, Maguras, Regina clutch chains, Inter-am bars, S&W fork springs and more. $400.00. Ask for Jeff days (213) 240-2230, eves. (213) 722-0108. (19)

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Tough? Be at the Rockingham 24 Hour, May 27th to see if you are right. Purse $300. Entries now being accepted. (215) 687-8422. (19)

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OW-31 wheels — Mack pipes — 36mm carburetors — C/J frame set. Just like new. Fresh motor. Call Harry Klinzmann AMA #87 (714) 534-7678 or Al at (714) 635-8522. (19)

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Works Performance shocks, R:R 4 pedal duel reed box, full bore tires, Fox fork kit, floating rear brake. (213) 973-8754. (19)

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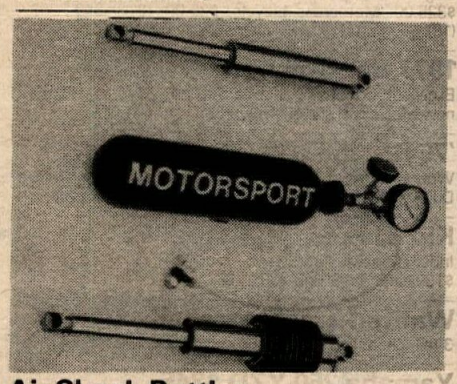
We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (11/TFN)



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Complete assembly, $200. Phils Maico, Grover City (805) 481-0830. (19)

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RM 250, Marzocchis, DG swingarm, S&W Freon, Magura, $800. 400 RD mags, RD 350 Cafe Konis, Air Fox chambers, tail piece 750. Bob (714) 524-0934. (19)

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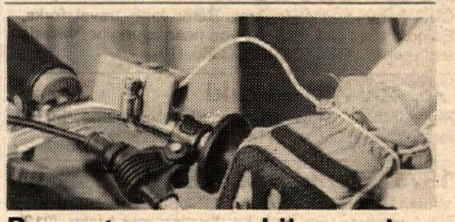
Sat., Sun., May 20-21. Lowest prices in town. Call us and compare. (213) 781-6386. Racers Supply, 6959 Van Nuys Blvd., Van Nuys, CA 91405. (19)



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FMF Pro pipe, 30mm Mikuni, Wiseco racing piston, Boge shocks, new rear tire, good cond. Must sell, $325.00. Motocross bicycle, $35.00. (213) 949-2282. (19)

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Excellent condition, standard bore, Curnutt shocks, new Metzelers. Make offer. (805) 544-4647. (19)

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Indian Mini-Mini and Honda Mini-Trail, good condition, $150 each. (213) 343-2397. (19)

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3 rail, cheap. L.A. & So. Bay area. (213) 833-2871. (19)

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1975 H-D XR750 half mile dirt bike. Won many races. Extra parts, etc. Ready to race. Know as Ziggy #89. (419) 886-3639. (19)

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Completely rebuilt, new piston, rod, bearings, seals with 9½" front & rear travel, $575.00. (213) 964-7278. (19)

'76 Bultaco 250 Pursang
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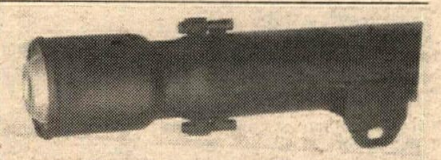

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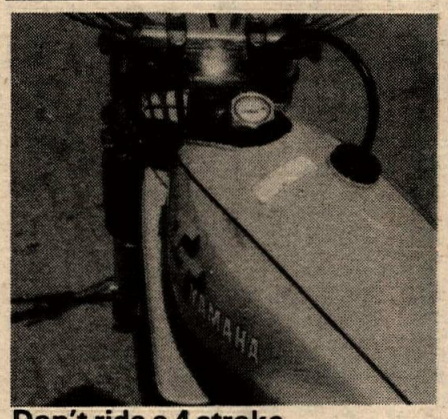

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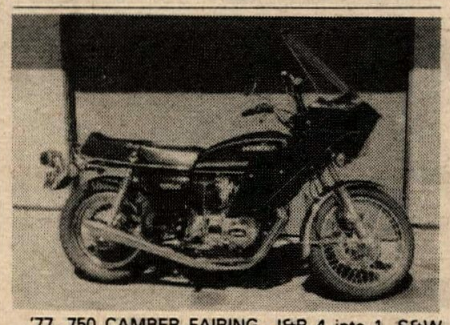

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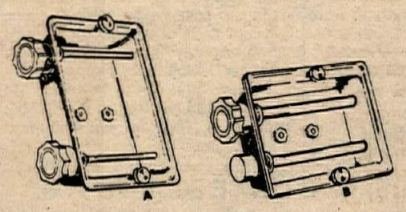

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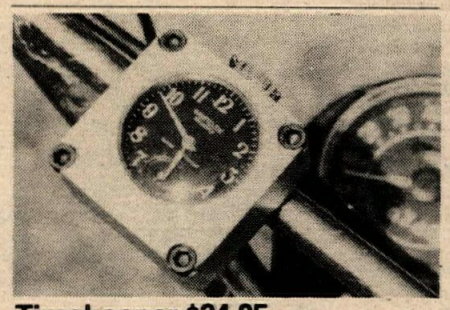

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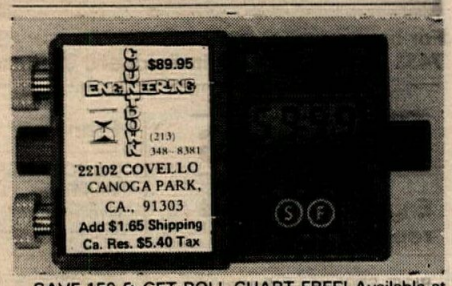

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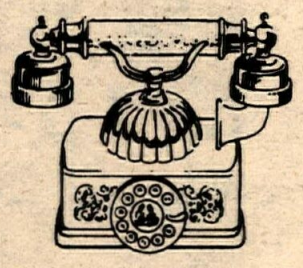

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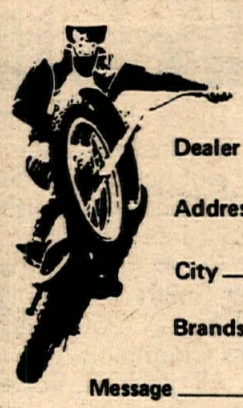

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